PUBLISHED MONTHLY.—PRICE 8 ANNAS.

THE INDIAN RAILWAY TRAVELLERS' GUIDE.

THE BEST AND MOST COMPLETED GUIDE IN INDIA.

Time and Fare Tables of all Indian Railways, Steam Boats, and Dâks. Places of interest Inland and along the Coast, Postal and Telegraphic information, etc., etc.

COLOURED MAP OF INDIA.

"Bombay Gazette" Press, Fort, Bombay.

The Bombay Gazette.

ROYAL BOMBAY BRANCH OF THE ASIATIC SOCIETY

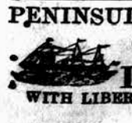
No. 51,594—NEW SERIES. BOMBAY :—WEDNESDAY, APRIL 19, 1899.

Milkmaid BRAND Milk

LARGEST SALE IN THE WORLD.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.



DEPARTURES FOR EUROPE. WITH LIBERTY TO CALL AT BRINDISI AND MALTA.

Vessels.	Tons.	Captains.	SATURDAY, 2 P.M. 1899.
M.L. CALEDONIA	7498	E. H. Gordon	22nd April
* SUTLEJ	4164	.....	29th "
M.L. PENINSULAR	6237	W. Wheler	6th May,
* CLYDE	4099	C. Denny	13th "
M.L. EGYPT	7913	G. Langbourne	20th "
* SUTLEJ	4164	.....	27th "
M.L. ARABIA	7903	J. L. Parfitt	3rd June.
* CLYDE	4099	C. Denny	10th "
M.L. CARTHAGE	5198	C. Gadd	17th "
* SUTLEJ	4164	.....	24th "
M.L. CALEDONIA	7558	E. Gordon	1st July.
* CLYDE	4099	C. Denny	8th "
M.L. PENINSULAR	6237	W. Wheler	15th "
SHANNON	4362	L. Wibmer	22nd "
M.L. EGYPT	7913	G. Langbourne	29th "

The steamers marked M.L. proceed to Marseilles, Plymouth and London. Passengers for Brindisi transhipping at Port Said.

The Steamers marked * proceed to Aden only, and Passengers tranship here for Brindisi, Marseilles, Plymouth or London.

HEAVY BAGGAGE must be sent to the BALLARD PIER on FRIDAY AFTERNOON the day previous to Sailing and CABIN BAGGAGE before 9 A.M., on SATURDAY. The attention of Passengers is called to the importance of having their Baggage Labelled with Port of Destination.

Tenders leave the Ballard Pier at noon on day of sailing. All Passengers must attend at that place by 11 a.m. for medical inspection by the Health Officer of the Port, and no one will be allowed on board the Mail Steamer unless so examined and conveyed thence in the Company's steam barges. Special attention is directed to these regulations, which are imperative under the Venice Convention.

Friends of passengers cannot go on board the Mail Steamer.

TO STRAITS, CHINA, AND JAPAN.

The Company's STEAMERS LEAVE BOMBAY FORTNIGHTLY, usually on TUESDAYS, taking Passengers for the STRAITS, CHINA, and JAPAN, and Return Tickets are issued on favourable terms.

Cargo Steamers are despatched to China at frequent intervals, calling at Ports en route.

For further particulars apply to

I. M. SHIELDS,
Superintendent, P. & O. S. N. Company.

Bombay, 15th March, 1899.

AUSTRIAN LLOYD'S S.N. Co.

UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.

TO TRIESTE DIRECT VIA ADEN, SUEZ, PORT SAID.

Steamer.	Captain.	Tons.	To sail on
IMPERATRIX	J. Morovich	4,212	1st May 1899.
IMPERATOR	L. Brolich	4,139	1st June 1899.

PASSAGE MONEY.

	1st Class.	2nd Class.	Deck.
TRIESTE OR VENICE	Rs. 600	Rs. 325	Rs. 150

TO TRIESTE, VIA KURRACHEE, ADEN, SUEZ, PORT SAID.

Steamer.	Captain.	Tons.	To Sail on or about
MARIA VALERIE	A. Fellner	4,235	7th May 1899.
MARQUIS BACQUEHEM	C. Androvich	4,409	7th June 1899.
VINDOBONA	C. Bellon	4,351	7th July 1899.

PASSAGE MONEY BY THIS ROUTE.

	Saloon.	Deck.
TO TRIESTE OR VENICE	Rs. 375	Rs. 150

RETURN TICKETS TO TRIESTE AND VENICE.

	1st Class.	2nd Class.
Available for 6 months	Rs. 900	Rs. 575
Available for 12 months	" 1,000	" 625

THROUGH TICKETS TO LONDON.

1st and 2nd Class Single and Return Tickets are issued via Trieste, the St. Gothards, and other Routes.

INTERCHANGEABLE TICKETS WITH THE MESSAGERIES MARITIMES CO.

The Company are now in a position to issue RETURN TICKETS available for one way by the Austrian Lloyd's and the Return Voyage by the Messageries Maritimes Co. at reduced fares.

This arrangement will prove of special advantage to passengers on three months' privilege leave.

Steamers leave TRIESTE for BOMBAY direct on the 3rd and those via KURRACHEE on the 23rd of each month.

Passengers to VENICE tranship at TRIESTE to another Company's steamer, which takes about 6 hours to cross the Gulf.

STEAM TO COLOMBO, PENANG, SINGAPORE, HONGKONG, SHANGHAI, AND KOBE.

Steamer.	Captain.	Tons.	To sail on or about
VINDOBONA	C. Bellon	4,351	22nd April 1899.

For further particulars, Freight, Passage, &c., apply to

E. SCARPA, Agent.

Sassoon House, 52, Church Gate Street, Bombay, April, 12, 1899.

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS

TO MARSEILLES DIRECT.
VIA ADEN, SUEZ, AND PORT SAID.

Vessels.	Tons.	Captains.	To sail on Tuesday, 12 NOON.
OCEANIEN	4,249	Schmitz	9th May, 1899
SALAZIE	4,355	Negre	6th June 1899
LAOS	6,357	Plandin	4th July 1899
SYDNEY	4,232	Aubert	1st Aug. 1899
OCEANIEN	4,249	Schmitz	29th Aug. 1899
ERNEST SIMONS	5,707	Le Coispellier	26th Sept. 1899

Passengers are requested to ATTEND at the BALLARD PIER for the MEDICAL EXAMINATION at 10 A.M. All luggage, properly addressed and Labelled, should be sent to the Steamer in the Stream the day before, or early on the morning of the day of Sailing.

TO COLOMBO, SINGAPORE, JAVA, SAIGON, TONQUIN, CHINA, AND JAPAN.

Vessel.	Tons.	Captain.	To sail on or about.
TONKIN	6,246	Vaquier	4th May, 1899

INTERCHANGEABLE TICKETS WITH THE AUSTRIAN LLOYD'S S. N. Co.

The Company are now in a position to issue RETURN TICKETS available for one way by the Messageries Maritimes, and the return voyage by the Austrian Lloyd's at Reduced Fares. This arrangement will prove, in some cases, of special advantage to Passengers on three months' privilege leave.

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CALCUTTA—8-1, Council House Street.
KARACHI—Bunder Road.
LONDON—7, Waterloo Place, S.W.
LIVERPOOL—23, Water Street.
PORT SAID—8, Quay Francois Joseph.

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PASSAGES secured by P. O., the other LINERS and all NON-LINERS, at lowest rates. No COMMISSION charged.
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"SOCIAL GROUPING." Special care exercised in this.
LIST of all SAILINGS, with details, furnished promptly.
REDUCTIONS for FAMILIES and PARTIES.
SPECIAL reductions for MISSIONARIES and RAILWAY EMPLOYEES.
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SMALL PARCELS enclosed in our Regular PARCEL CASES.
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MESSRS. CURTISS AND SONS,
TROOPSHIP AGENTS,
PORTSMOUTH AND SOUTHAMPTON.

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THE BRITISH INDIA STEAM NAVIGATION COMPANY, (LIMITED.)

Intend to despatch Steamers as follows :—

FOR KURRACHEE DIRECT.

S. S. "KOLA," 1,192 tons, on the 21st April, at 2 p. m., or later, on arrival of the English Mail.

FOR KURRACHEE AND COAST PORTS.

S. S. "VASNA," 915 tons, on the 25th April, at 10 a.m., calling at Veraval, Mangrole, Porebunder and Cutch Mandvie. (Weather permitting.)

FOR KURRACHEE AND PERSIAN GULF.

S. S. "PEMBA," 1,536 tons, at 10 a. m., on the 20th April, calling at Kurrachee, Gwadur, Muscat, Bunder Abbas, Lingo, Bushire, Feo, Mahomerah and Bussrah, in the foregoing or any order, (Weather permitting.)

FOR SEYCHELLES, MOMBASA AND ZANZIBAR.

S. S. "CHINDWARA," 2,011 tons, on or about 1st May, calling at Seychelles, Mombasa and Zanzibar in the foregoing or any order.

FOR ADEN, MOMBASA, ZANZIBAR AND LAMOO.

S. S. "GOA," 1,903 tons, on or about 18th May.

FOR COAST AND CALCUTTA.

S. S. "RAJPOOTANA," 2,030 tons, on or about 25th April.

WESTERN AUSTRALIAN GOLD FIELDS.

PASSENGERS and Cargo booked through from Calcutta, Madras, Colombo, Bombay, or Rangoon, via Singapore for all ports adjacent to the various Gold Fields. Fortnightly departures from Singapore.

For further particulars apply to

MACKINNON, MACKENZIE & Co.,
Agents.

Bombay, 18th April, 1899.

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BANKERS AND EAST INDIA AGENTS,
BOMBAY.

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CALCUTTA.

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NAVIGAZIONE GENERALE ITALIANA SOCIETA RIUNITE FLORIO RUBATTINO.

BOMBAY to NAPLES and GENOA. Calling at ALEXANDRIA for BRINDISI and VENICE.

Vessels.	Captain.	Tons.	To Sail on
D. BALDUINO	O. Canepa	5,000	27th April 1899.

Rates to Naples, Genoa, Brindisi, or Venice :—

1st Class	2nd Class	3rd Class
Rs. 550.	Rs. 325.	Rs. 150.

RETURN TICKETS TO THE ABOVE PORTS :—

1ST CLASS.—Strictly within three months, Rs. 750; six months, Rs. 900; nine months, Rs. 925; and twelve months. Rs. 950.

Passengers have the option of going via Venice and returning via Genoa or vice-versa, and can break their journey at any port, resuming it by subsequent steamers of Bombay or other Weekly and Daily Local Lines.

Through and Return Tickets to London on application.

S.S. "BISAGNO" from BOMBAY to HONGKONG, calling at Singapore on the 22nd April, 1899.

For Freights and Passage, &c., apply to

F. BALDOVINO, Agent.

Sassoon House, Elphinstone Circle, Bombay, Mar. 30, 1899.

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(JAPAN MAIL STEAMSHIP CO.)

S.S. "MUKE MARU," Capt. S. Kawamuro, 3,312 tons, will sail for SINGAPORE, CHINA and JAPAN on or about the 24th instant.

For freight and passage apply to

T. KUSUMOTO,
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Victoria Buildings, Fort, Bombay, 15th April, 1899.

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TEA PLANTERS, RAILWAY OFFICIALS, MISSIONARIES, booked at reduced rates.
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Medical Practitioner, The Medical Hall, Nagpur, C. P.
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BRANDIES.

		Cash. Rs. as.	Credit Rs. as
TREACHER'S SPECIAL INVALID BRANDY, mature for medicinal use, 15 years old	per doz.	80 0	89 0
TREACHER'S EXTRA SPECIAL LIQUEUR BRANDY	per bot.	7 0	7 14
Do. do. do.	per pint.	3 12	4 4
000 TREACHER'S FINE OLD PALE COGNAC, the celebrated "Heart-Labelled Brandy"	per doz.	50 0	56 0
00 TREACHER'S OLD PALE COGNAC, a choice matured spirit	" "	42 8	47 8
0 TREACHER'S PALE COGNAC, a good "Peg" Brandy	" "	37 8	42 0
CHEAP BRANDY, bottled in France for Treacher & Co.	" "	24 0	27 2

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BOMBAY. BYCULLA. POONA.

FELICE CORNAGLIA,

MANUFACTURING CONFECTIONER.

83, MEDOWS STREET, BOMBAY, AND EAST STREET, POONA.

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None but the very best class of goods are manufactured and imported by us.

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MANUFACTURERS AND IMPORTERS OF

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SEE REPORT AND OPINIONS OF THE PRESS AS TO THE REMARKABLE PROGRESS MADE BY THE COMPANY.

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* Funds invested in Government Securities and in accordance with the Indian Trust Act.
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90 per cent. of Profits to Participating Policy holders.
Policies simple inform, worldwide and indisputable.
Lapsed policies revived without fine.
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Guaranteed 5 per cent. Investment Policies. Life and Endowments.
Immediate payment of Claims.
Non-forfeitable though Suicide.
Medical fees and stamps on Policies are payable by the Company
* The Empire of India is the only Company that offers these guarantees of Security.

The sum Assured is PAYABLE IN FULL should death occur even immediately after payment of the first premium.

GUARANTEE INSURANCE.—This Company issues Guaranteed Policies in situations of trust and responsibility. It is specially authorized to guarantee the employes of the Post Office.

Proposal Forms and full Particulars may be obtained from any local Agent in India or from

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Weldless Steel Tube Frame, 24in. from top of seat-tube to crank axle; 28in. wheels; Dunlop pneumatic Roadster Tyres; block chain; rubber brake and pedals; gear 66in. ..... Rs. 250

11 monthly instalments of ..... Rs. 25 each. 275

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Weldless Steel Tube Frame, 20in. from top of seat-tube to crank axle; Dunlop pneumatic tyres; block chain; leather gear case; rubber brake and pedals; invented handle-bar; gear 58½in. ..... Rs. 275

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		Rs. a.		Rs. a.
TEA POTS	each	4 0	SLOP BASINS	each 2 0
COFFEE POTS	"	4 4	SUGAR "	3 8
BREAKFAST CUPS and SAUCERS	per doz.	14 8	MILK JUGS	2 8
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TEA " "	"	11 0	BUTTER POTS	3 8

PHILLIPS & Co., Ld.

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"BAHADUR QUEEN EMPRESS BRAND.

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Brand is the latest addition to our List. They are packed in

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ABEGGSTRASSE, 2.

WELL FURNISHED ROOMS, excellent Table Baths, thermal and other. House stands on its own grounds. Within three minutes' walk of Kurhaus, moderate Prices. Arrangements made with Families, for Summer or Winter Season.

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This volume is almost an essential part of the outfit of every Anglo-Indian Housekeeper.

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WELL KNOWN
KANGRA VALLEY TEAS
In Boxes of 10 lbs. and upwards, at Rates from Ans 8 to Re. 1 per lb.

R. RAMCHANDRA & CO.,
16, MARINE STREET, FORT, BOMBAY.

BOMBAY IMPROVEMENT TRUST.

NOTICE.

THE Trustees for the Improvement of the City of Bombay are prepared to RECEIVE APPLICATIONS for the LEASE of BUILDING SITES in the following situations :—

1. HORNBY ROAD PLOT—
   FACING HORNBY ROAD between the Standard Life Office (Albion House) and Gaiety Theatre.
   FACING PRESCOTT ROAD South of the Parsi Lying in Hospital.
   FACING WAUDBY ROAD North East of Home Street.
2. PLOT NORTH OF THE MUNICIPAL OFFICE—Facing Hornby Road.
3. THE SALUTING BATTERY SITE—At the Junction of the Apollo Bunder and Landsdowne Roads.
4. PLOT SOUTH OF THE OLD TOWN BARRACKS—At the Junction of Mint ROAD and Bazar Gate Street.
5. CONNAUGHT ROAD ESTATE—Facing the Parel, Sussex and Connaught Roads.

Plans can be seen on application at the Office of the Engineer of the Trust Albert Buildings.

By Order,
W. N. SHILSTONE,
Secretary.

Secretary's Office, Albert Buildings, Bombay, 17th April, 1899.

KARACHI PORT TRUST.

NOTICE TO COAL MERCHANTS.

THE CHAIRMAN, Karachi Port Trust is prepared to receive SEALED TENDERS up to noon of FRIDAY the 19th May, 1899, for a cargo of about (3,000) three thousand tons of best South Wales smokeless STEAM COAL or as an alternative about (3,500) three thousand five hundred tons of best Bengal (Barakar or Desharghur) coal. Delivery in Karachi by 30th June, 1899.

Further particulars can be obtained from the undersigned.

The Board of Trustees do not bind themselves to accept the lowest or any tender.

By Order,
EDWARD JACKSON, M. INST., C. E.,
Port Engineer, Karachi.

Port Engineer's Office, Manora, 15th April 1899.

THE SHOLAPOOR SPINNING AND WEAVING COMPANY, LIMITED.

NOTICE is hereby given that the TWENTY-FOURTH ORDINARY GENERAL MEETING of the Shareholders of the Company will be held at the Registered Office of the Company, Tamarind Lane, Fort, on THURSDAY, the 27th April, 1899, at 3-30 P.M., for the transaction of the following business :—

1st. To adopt the Directors' Report and Audited Statements of Accounts for the year ended 31st December, 1898.
2nd. To declare a Dividend.
3rd. To elect Directors in the place of those who retire by rotation, but who are eligible for re-election.
4th. To appoint Auditors for the ensuing year and to fix their remuneration.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th April to the 12th May, 1899, both days inclusive.

By Order of the Board of Directors,
MORARJEE GOCULDASS & Co.,
Agents.

Bombay, 17th April, 1899.

REMEMBER
MADON, SONS & CO.

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With Turnpin Sides	00	28	16
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Spectacles and Folders as above but fitted with Marcks and Co.'s Pebbles, Rs. 5 reduction on Gold and Silver, and Rs. 4 reduction on steel. The new Gold and Steel "Movillette" Frames, fitted with Menist's or Marcks' Pebbles, prices as above.

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Survey No.	Pote or Sub No.	Measurement. Acre.	Gunthas.	Annual Dona. or Tax. Rs.	as.	p.
6	..	..	4	0	12	0
36	14	..	2 1-2	0	4	0
40	14	..	3	0	4	0
44	4	..	1 1-4	0	2	0
54	5	..	1 1-4	0	1	0
54	7	..	5	0	4	0
54	9	..	4	0	2	0
59	7	..	27 1-2	6	0	0
59	1 3 4 5	..	4	0	3	9
59	2	..	2	0	1	9
65	1	..	3	0	3	9
65	6	..	3 1-4	0	3	9
65	10	..	5	0	12	9
65	12	..	2	0	4	9
65	15	..	3 1-2	0	8	9
72	1	..	15	1	2	9
105	4	..	12	0	8	9
119	2	..	6 1-2	1	8	9
119	4	..	26	5	0	9
119	5	..	6	0	10	9
124	1	..	27 1-2	7	1	3
147	1	..	2 3-4	7	8	3
147	3	..	2 1-2	7	4	3
147	5	..	6 3-4	1	8	3
167	7	..	2 1-4	1	4	3
173	11	..	9 1-4	2	0	3
173	12	..	35 1-2	7	0	3
173	13	..	2	7	8	3
173	14	..	2	7	8	3
173	15	..	7 1-2	1	8	3
173	10	..	2 1-2	1	4	3
177	1	..	..	3	15	3
178	1	..	5 1-2	22	15	3
178	2	..	19 1-2	8	15	3
178	3	..	7 1-4	1	15	3
178	4	..	22	4	15	3
179	1	..	24 1-4	3	8	3
181	1	..	7	1	8	3
181	4	..	1 3-4	2	2	3
181	6	..	20	3	12	3
181	7	..	2 1-4	0	4	3
181	8	..	8	1	4	3
181	1	..	4	0	8	6
70	1	1	26	1	8	6
72	1	1	6 3-4	1	8	6

EDGELOW, GULABCHAND & WADIA,
Bombay, 18th April, 1899. Purchaser's Attorneys.

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THE AGRA BANK, LIMITED.

CAPITAL £600,000
RESERVE FUND .....£ 20,000

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THE BANK OF ENGLAND.
GLYN MILLS, CURRIE AND COMPANY.
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SCOTLAND
NATIONAL BANK OF SCOTLAND AND BRANCHES,
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RANGOON	Bank of Bengal.
AGRA	Alliance Bank of Simla, Ld.
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PAID UP CAPITAL..... .. 10,500,000
RESERVE FUND 6,930,000

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CAPITAL ...Frs. 1,00,000,000 (£4,000,000

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ROYAL ORANGE PEKOE .....per lb.	2 0 0	ORANGE PEKOE .....per lb.	1 0
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GOLDEN ORANGE PEKOE..... "	1 8 0	PEKOE SOUCHONG..... "	0 12
FLOWERY ORANGE PEKOE..... "	1 4 0	SOUCHONG..... "	0 10

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SUBSCRIBED CAPITAL.....£1,114,625
PAID-UP CAPITAL £562,500
RESERVE LIABILITY OF SHAREHOLDERS £562,500

HEAD OFFICE:
40, Threadneedle Street, London, E. C.

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The London Joint Stock Bank.

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FIXED DEPOSITS.

Fixed Deposits for 12 months at 4½ per cent. per annum.
Rates for Deposits for shorter periods may be learned on application.
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JAMES MURDOCH,
Manager.

Elphinstone Circle, Bombay.

NATIONAL BANK OF INDIA, LD.

SUBSCRIBED CAPITAL ...£1,000,000
PAID-UP CAPITAL £500,000
RESERVE FUND £280,000

HEAD OFFICE:
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Acting Manager.

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THE
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3 bales grey T cloth.
2 " " shirtings.
On account and at the risk of Mr. Hajee Jeewa Noormahomed—
P. M. C. D.—4 bales grey pepperell drills.

MENESSE & Co.

Bombay, 19th April, 1899.

BENNETT AND COMPANY,
No. 22, APOLLO STREET.

On SATURDAY the 22nd instant Messrs. BENNETT and Co. are instructed to sell by Public Auction at their rooms a quantity of grey and coloured piece-goods, &c.

AT 1-30 P. M.

1 handsome strong victoria in very good order
1 second-hand glass fronted miniature brougham
1 handsome strong dog-cart in very good order
1 bay Arab polo pony, believed sound quiet in saddle
1 grey pony 13-3 5 years quiet in harness

BENNETT & Co.

Bombay, 18th April 1899.

CRAWFORD AND COMPANY,
No. 7, MARINE STREET.

SALE OF SHARES IN THE MOON MILLS, LIMITED AND AHMEDABAD ADVANCE SPINNING AND WEAVING COMPANY, LIMITED.

On SATURDAY next, the 22nd inst., at 2 p.m., Messrs CRAWFORD and Co. will sell by Public Auction at the Share Bazar, by order of Mr. Essajee Mahomed Hajee Abdurrehman and on account and at the risk of Mr. Thomas Ralph Douse—

100 fully paid up shares in the Moon Mills, Ld., Nos. 1 to 100.
20 Fully paid up shares in the Ahmedabad Advance Spinning and Weaving Company Ld., Nos. 7, 8, 10, 11, 62-72, 73-82, 163, 164, 480, 167, 473, 521, 530, 537, 529 474, 475, 522, 523, 297 299-307, 418-437, 479, 52-61.

A deposit of 20 per cent will be required at the time of sale.

SALE OF LANDED PROPERTY IN BARDAN LANE NEAR MANDVIE BUNDER.

On WEDNESDAY the 26th inst. at 4 P. M., Messrs. CRAWFORD and Co., will sell by Public Auction on the premises by order of Vaijee Premjee (the Mortgagee and on account and at the risk of Hajee Noor mahomed Hajee Abdoola the Mortgagor in pursuance of the power of sale given in the Indenture of Mortgage dated the 31st day of January 1898 the following property, viz :—

All that piece of Government land together with the messuage or chawl built thereon, situate without the Fort in the city and sub-district of Bombay on the north side of a street formerly known as Esajee Hussajee Commandant Street and now called Bardan

NOTICES.

BANK OF BOMBAY.

THE BANK will be CLOSED on WEDNESDAY, the 19th instant, that day being a Public Holiday, under the "Negotiable Instruments Act, 1881."

JAS. H. SLEIGH,
Secretary and Treasurer.

Bombay, 12th April, 1899.

THE DAVID MILLS COMPANY, LIMITED.

NOTICE is hereby given that at the Ordinary General Meeting of Shareholders held on Wednesday, the 12th April, 1899, a DIVIDEND at the Rate of Rs. 30 per Share, free of Income Tax, for the year ending 31st December, 1898, has been declared payable at the Registered Office of the Company, No. 14, Rampart Road, on and after Monday, the 24th April, 1899, between 11 A.M. and 3 P.M., to Shareholders, whose names stood on the Company's Register, on the 11th April, 1899, on presentation of their Share Certificates.

By Order,
SASSOON J. DAVID & Co.,
Agents.

Bombay, 12th April, 1899.

3 ARAB STALLIONS.

1. SHAHINSHAH GREY ARAB, 15-1, 6 years old, strong and powerful, magnificent charger.
2. MOGAL CHESTNUT ARAB, 15-1, 6 years old.
3. JAMSHID CHESTNUT ARAB, 15-1, 6 years old.

MOGAL AND JAMSHID have received the 1st and 2nd prizes at the last Bombay Horse Show.

Both are very handsome and perfect much.

For Particulars, apply to

MR. ABDOOR RAZZAK BIN CURTAS,
No. 6, Ripon Road, Byculla, Bombay.

ROLLED STEEL BEAMS.

SOLE AGENTS IN WESTERN & NORTHERN INDIA.

OF THE CARNEGIE STEEL Co., Ld.,
Pittsburg, U. S. A.

1,200 TONS OF CARNEGIE STEEL BEAMS, STEEL ANGLES, STEEL TEES, ETC.

Kept in Stock in Bombay.

Beams of all sections from 3 inch to 24 inch deep, and in a large variety of lengths up to 44 feet.

Best and Strongest Beams in the Market.

Quotations on application for Delivery at any Railway Station in India.

GEO. SERVICE & CO.,
BOMBAY.

J. NEUBERG,
51, ESPLANADE ROAD,
BOMBAY.

DAY LIGHT LOADING KODAK CAMERAS AND SPOOLS.

CAMERAS.

	Rs.	a.
POCKET KODAKS	24	0
FOLDING POCKET KODAKS	48	0
BULL'SEYE KODAKS No. 2	40	0
Do. do. No. 4	60	0
CARTRIDGE do. No. 4	125	0
GLASSPLATE attachments for Cartridge Kodak No. 4...	60	0

SPOOLS.

	Rs.	a.
For POCKET KODAK, 12 Exp. ...Each	1	12
„ FOLDING POCKET 12 Exp. ...	2	8
„ BULL'SEYE or BULLET KODAK No. 2...	3	8
„ Do. do. No. 4...	5	4
„ CARTRIDGE KODAK No. 4...	5	4

J. NEUBERG,
51, ESPLANADE ROAD, BOMBAY.

BUNGALOW
TO BE LET AT MAHABLESHWAR.

THE excellent BUNGALOW, well furnished known as FLORENCE HALL, at Mahableshwar.

Apply to
MUKHI CASSUMBHAI MOOSA,
Estate Manager to H. H. Sir Aga Khan,
Jail Road, Bombay.

BUNGALOW
TO BE LET AT POONA.

A NICE BUNGALOW, for a Large Family with Stable and Out-Houses, with a Beautiful Garden around, situate at Connaught Road, Poona, well furnished.

Apply to
MUKHI CASSUMBHAI MOOSA,
Estate Manager to H. H. Sir Aga Khan,
Jail Road, Bombay.

BUNGALOW
TO BE LET AT POONA.

ANOTHER BUNGALOW, at Bund River, Poona, (not furnished). Rent Very Moderate.

Apply to
MUKHI CASSUMBHAI MOOSA,
Estate Manager to H. H. Sir Aga Khan,
Jail Road, Bombay.

KEATING'S POWDER KILLS
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BUGS,
FLEAS,
MOTHS,
BEETLES,
MOSQUITOES

HARMLESS TO ANIMALS,
HARMLESS TO ANIMALS,
HARMLESS TO ANIMALS,
HARMLESS TO ANIMALS,
HARMLESS TO ANIMALS,
HARMLESS TO ANIMALS,

but is unrivalled in destroying FLEAS, BUGS, COCKROACHES, BEETLES, MOTHS IN FURS, and every other species of insect. Sportsmen will find this invaluable for destroying fleas in their dogs, as also ladies for their pet dogs.

The PUBLIC are CAUTIONED that packages of the genuine powder bear the autograph of THOMAS KEATING. Sold in Tins and Bottles only.

KEATING'S WORM TABLETS.
KEATING'S WORM TABLETS.
KEATING'S WORM TABLETS.
KEATING'S WORM TABLETS.
KEATING'S WORM TABLETS.

A PURELY VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL or THREAD WORMS. It is a perfectly safe and mild preparation, and is especially adapted for Children Sold in Bottles, by all Druggists.

Proprietor, THOMAS KEATING London.

FORMS of POWER OF ATTORNEY Neatly printed, Price 4 Annas. Can be had at the "Bombay Gazette" Office.

BOMBAY.

TO-DAY.

Sun rises, 5h. 41m. Sun sets, 6h. 18m. High water, 5-35m., 7-0s. Low water, 0-27m., 11-30s.
Banks closed: Hindu holiday.

MUNICIPAL EXECUTIVE ENGINEER.—Khan Bahadur Muncherjee C. Murzban, C.E., C.I.E., Executive Engineer to the Bombay Municipality, has obtained one month's privilege leave of absence from the 1st May next, and Mr. Smith, Drainage Engineer, will act for Mr. Murzban, in addition to his own duties.

A SOCIAL GATHERING.—The Jewish graduates and under-graduates meet, to-night, at 8-30, in the Israelite School Hall, at Masagon, to hold a social gathering and to have the honour of meeting Mr. S. M. Moses, J.P., and Fellow of the University of Bombay. A large number of invitations have been issued for the occasion.

SUDDEN DEATH OF A SHIP'S OFFICER.—Mr. James Salway, aged forty, a European quarter-master on board the steamship Imami, now lying in the harbour, died suddenly, on Monday evening, on board the vessel. The cause of death was ascribed to natural causes. The Coroner was informed, and he gave orders for the disposal of the body.

THE RECENT FIRE AT FERRE BUNDER.—The fire in the hay-stacks at Frere Bunder is still smouldering and occasionally flames flash up from the burning piles. The men of the Fire Brigade have been at work day and night, throwing water and turning up the smouldering stacks. It will take at least three days more to totally extinguish the fire.

BURGLARY AT CHOWPATTY.—Sabanali Peerbhoy Damji, residing at Queen's Road, Chowpatty, has reported to the police that some time during the night of the 16th instant his house was broken into, and a gold watch and chain, gold and silver studs, a turban, and cash, in all property collectively valued at Rs. 304, were stolen from the bedroom on the ground floor of the house.

THE B. S. P. C. A.—During the month of March last 6 bullocks were sent to the Pinjrapole as being unfit for work, at the instance of the agents of the Bombay Society for the Prevention of Cruelty to Animals with the permission of the Presidency Magistrates and with the consent of the owners; while 2 horses and 25 bullocks were sent to the Bai Sakarbai Dinshaw Petit Hospital for Animals at Parel for curative treatment; and 244 offenders were fined for cruelty to their animals, 14 cartmen for overloading their carts and 26 offenders warned and discharged by the magistrates.

INDIAN ANTI-VIVISECTION SOCITEY.—The following is a copy of the resolution which we have forwarded to Sir William Wedderburn, M. P.:—"To Sir William Wedderburn, M.P. Dear Sir,—On Society desires that the following resolution should be forwarded to you:—The Indian Anti-Vivisection Society thanks Sir William Wedderburn, M. P., for the question which he put in the House of Commons (concerning the nine soldiers who were sent to the Pasteur Institute, Paris) to Lord George Hamilton, and the Society trusts that the interest which the Society deems so important will be continued."—Sorab S. Gostling and Mansookhlal Ravjibhai Mehta, Honorary Secretaries.

REPORTED THEFT OF A GOLD WATCH AND CHAIN.—Rustomji Merwanji, a Parsee tea merchant, having his place of business at Abdool Rahiman Street, has made a report to the police, that during his absence from the shop for a short time, a gold watch and chain, of the value of Rs. 154, were stolen from a drawer in the shop. It appears that complainant left his shop about 1 o'clock, on Monday afternoon, and went to an adjoining shop. When he returned to his place about ten minutes after, he found a duplicate key in the lock of the drawer of the table. He opened the drawer and found the watch and chain missing.

THE CUSTOMS PROSECUTION.—At the Esplanade Police Court, yesterday, Mr. J. Sanders-Slater, Chief Presidency Magistrate, disposed of the case in which Mr. Crawford, Assistant Collector of Customs, charged Sorabji Ruttonji Metha, a clearing clerk in the service of Messrs. Turner, Hoare and Co., with using as genuine forged documents. Mr. Nicholson, Public Prosecutor, instructed by Mr. Rustim Pestonji Jehangir, Assistant Collector of Customs, appeared for the prosecution; Mr. De Souza and Mr. Quadros, pleaders, for the defence. The Magistrate convicted the accused on three separate charges, and sentenced him to an aggregate term of two years' rigorous imprisonment.

KHATRI MAHOMEDAN PLAGUE HOSPITAL.—The Plague Commissioner, Mr. Woodburn, accompanied by Mr. Harvey, the Municipal Commissioner, Dr. Weir, the Health Officer, and Sirdar Mahomed Yakub Khan, visited the Khatri Mahomedan Plague Hospital. He was much pleased with the arrangements of the said institution and made the following remarks in the visitors' book:—"I visited the Khatri Mahomedan Plague Hospital, to-day, and was shown over by Mr. Badrudin Abdulla Koor, the Chairman of three volunteer sections, and by Dr. Mhana. Everything appeared clean and in good order, and it is a pleasure to see such a well-managed institution supported entirely by voluntary effort." Dr. Fraser made the following remarks:—"The hospital is kept in very good order, and nothing more could be desired as regards cleanliness."

MRS. KARSONDAS MULJEE KAPOLE NIRASHRIT FUND AT BHAVNAGAR.—A correspondent writes to us:—"The want of a fund for the support and maintenance of the poor and helpless in the Kapole Bannia community was sadly felt at Bhavnagar, and we are happy to state that that want is now supplied by the sons of the late Mr. Karsondas Muljee by starting a Nirashrit Fund like the one that we have in Bombay. It is to be called Mrs. Karsondas Muljee Nirashrit Fund in commemoration of their mother, Vuchkorebai, who died at Bhavnagar, on the 29th ultimo, at the residence of her son, Mr. Amidas. The sons have subscribed Rs. 1,500 to start the fund, and it is hoped that it will be duly maintained and promoted by the community. This charitable action distinctly shews that the sons of Mr. Karsondas Muljee are going to tread in the footsteps of their late esteemed father, and the present amount to perpetuate the memory of their deceased mother is a step in the right direction."

CHARGE OF CHEATING AGAINST A JOCKEY.—At the Esplanade Police Court, yesterday, Mr. J. Sanders-Slater, Chief Presidency Magistrate, resumed his inquiry into the case in which Harry Edwards, formerly a jockey in the service of Messrs. Anderson and Co., is charged with cheating and inducing delivery of property, valued at Rs. 153, belonging to Gunni Aboo, a cloth merchant. Mr. Mulla, pleader, prosecuted, while the accused was defended by Mr. Hugh Sealy, pelader. The accused's statement was recorded at the last hearing. His defence was that he had given the articles referred to by the complainant to one Archie Macniven for custody, and had instructed him to forward them to him at Calcutta on receving instructions from him. He went to Calcutta to see his uncle, from whom he expected to get money, and he intended to remit the necessary amount to Macniver for the payment of the articles before they were forwarded to him to Calcutta. But after a few days Macniven himself came to Calcutta, and informed him that he had brought over the clothes with him, leaving the trunk in Bombay packed with rubbish. On hearing this, he said to Macniven that he had done a thing which would bring him into trouble. Some witnesses having been examined, further hearing of the case was adjourned.

SUSPICIOUS DEATH OF A CART DRIVER.—Mr. Allan F. Turner, the Coroner, held an inquiry, yesterday, at the morgue, regarding the death of Bhawoo Muloo, a cart-driver, aged forty. The deceased resided at Wari Bunder. On Monday evening, at 6 o'clock, Bhawoo went out to recover money from some men. About an hour after he was seen seated on the west side of the Argyle Road. He was alone, and on being asked why he was sitting there, he replied that he was waiting to get some money from a man. What happened subsequently no one could say, but about a couple of hours after Bhawoo was found lying dead about ten paces from where he had been seen sitting. His legs were on the road and the body was on the footpath. He was lying on his back with his legs crossed. The police were informed, and after the body had been identified, it was removed to the morgue. Dr. Sidney-Smith, who held an autopsy of the body, said that the abdomen was full of clotted blood and serum, the origin of which he traced to the rupture of the spleen on its inner side. The spleen was about four times its normal size and was very soft and pliable. The liver was abnormally large. There were no external marks of violence on the body. Dr. Smith was of opinion that the death of the deceased was due to hemorrhage consequent on rupture of the spleen, and that such rupture could have been caused by falling on the road or by a sudden twist of the body. The Jury brought in a verdict of accidental death in accordance with the medical evidence.

FLORILINE!—For the Teeth and Breath.—A few drops of the liquid "Floriline" sprinkled on a wet tooth brush produces a pleasant lather, which thoroughly cleanses the teeth from all parasites or impurities, hardens the gums, prevents tartar, stops decay, gives to the teeth a peculiar pearly whiteness, and a delightful fragrance to the breath. It removes all unpleasant odour arising from decayed teeth or tobacco smoke. "The Floriline," being composed of parts of Honey and sweet herbs, is delicious to the taste, and the greatest toilet discovery of the age. Price 2s. 6d. of all Chemists and Perfumers. Whole sale depot, 33, Farlandon Road, London, England.

HIGH COURT—ORIGINAL SIDE.

(Before the Hon. Mr. JUSTICE RUSSELL.)

AN ADMIRALTY SUIT.

ALLEGED SALVAGES OF THE S. S. CASHMERE.

THE BOMBAY AND PERSIA STEAM NAVIGATION COMPANY VS. THE S. S. CASHMERE, HER CARGO AND FREIGHT.

HIS LORDSHIP resumed the hearing of the case. The plaintiffs, the owners of the s. s. Naseri, prayed for a decree for Rs. 1,00,000 or such other sum for their compensation and remuneration as to the court shall seem meet, and that the s.s. Cashmere, her cargo and freight, and her owners thereof respectively, and the bail to be given on their behalf, might be condemned in such sum and also the costs of the suit. Mr. Scott and Mr. Lowndes, instructed by Messrs. Crawford, Brown and Co., appeared for the plaintiffs, and the Hon. Mr. Lang and Mr. Raikes, instructed by Messrs. Smetham, Bland, and Noble, appeared for the defendants. The defendants, Hajee Cassum Jaoub and others, had paid Rs. 3,000 into court in respect of the claim.

Captain Brebner, further examined by Mr. Lang, said if the weather had been rough when the Naseri met the Cashmere, the sea could have been made smooth by the use of oil, and a boat then launched in safety.

Cross-examined by Mr. Scott, witness said he had been chief officer of the s. s. King Arthur. As a result of the court of enquiry which was held in 1891 regarding the stranding of that vessel, the Government, on the recommendation of the court, suspended his masters certificate. He still continued to serve in the King Arthur after that time. Witness had been in the employ of the Bombay and Persian Gulf Steam Ship Company for some years.

Captain Kenneth Macaulay, marine surveyor, said he commanded the British India boats for many years. Witness had heard of the position of the Cashmere where she was disabled. In witness's opinion the Cashmere could have made Bombay without any assistance, and without the danger of being wrecked on the west coast. She could have made Bombay even though she had no rudder. The Cashmere has a much finer bottom for sailing than modern vessels. Witness saw the Cashmere after the damage done by the Naseri. He estimated the damage at about Rs. 2,000.

Cross-examined, witness said he had been asked to give evidence by Hajee Cassum, who was an old acquaintance. Witness was asked by Messrs. Smetham, Bland, and Noble, to assess the damage done to the ship, to value the ship, and to ascertain what amount defendant should pay into court with regard to the towage by the Naseri. Witness was present at the marine court of enquiry, and he remembered the scrap log was not produced. If the captain was tired out, and the first and second officers would not obey the captain, witness did not think it was a satisfactory state of affairs on board the Cashmere, especially when her rudder was gone.

James Hanna, master of the s. s. Crescent, said he had been navigating the Arabian Sea since 1889. Witness had seen on the chart the position of the Cashmere when she was picked up by the Naseri. The Cashmere could have made Bombay under sail if she had good anchors. There was no danger of her being driven on the coast.

Cross-examined by Mr. Scott, witness said there was a certain amount of danger to a rudderless ship going under sail. There is always a certain risk when a ship is being towed by a rudderless ship.

Mr. Lang read some evidence taken *de bene esse*.

Mr. Robert Ditchburn, superintending engineer of Messrs. Shepherd and Co., said he examined the Cashmere, which had sustained some damage by collision with the Naseri. He estimated it at Rs. 9,000 or Rs. 9,500.

Cross-examined by Mr. Scott, witness said he had no note of examination of the Cashmere. It was at the office. No letter was written to Hajee Cassun about it. Witness did not know that Captain Macaulay saw the Cashmere.

Mr. Scott called a clerk, Wasudeo Luxmon, to produce the warrant of arrest, dated the 16th August, 1898. This as well as some other documents were put in, including a consolidation order directing that the three suits be heard together. Notices to the consignees of goods by the Cashmere were also produced and put in.

The evidence in the case closed here.

Mr. Lang, in addressing the court on behalf of the defendants, said Captain Raffin had been given his pay on a fair scale, and he could have no more claim upon the defendants. As regards the ship, the amount paid into Court, the learned counsel submitted, was enough. The first point he submitted was that the Cashmere was in no immediate danger when picked up by the Naseri. There was no reason why the court should not regard the evidence of the captain of the Cashmere, who gave the distance she traversed during certain hours. He produced his logbook which he had kept from day to day. With regard to the loss of the scrap log book, Mr. Lang said it was missing at the time of the marine court, as Captain Macaulay had informed them. The log book of the chief officer had been written up in the most perfunctory manner; and counsel trusted the court would attach no weight to it. Coming to the position of the Cashmere on the 13th August, counsel said she was about 160 miles from Bombay, she could have made Bombay without any danger. The currents of the sea were at that part of the year a source of no danger. There was nothing very terrible for the Cashmere to encounter in the state of the weather. Captain Campbell said that any one could have brought in the Cashmere. No doubt there was hard work on the part of the men of the Naseri, and to that extent the defendants were willing to pay, but there was no skill, and there was actual negligence, in the operation of towing on the part of those on board the Naseri. Therefore it came to this, that there was nothing extraordinary in the services rendered by the Naseri. Mr. Lang therefore submitted that the amount paid into court was absolutely sufficient. As to the collision, counsel said it was owing to the recklessness and want of care on the part of the men of the Naseri that the accident occurred.

His lordship said he could scarcely think that there was recklessness on the part of Captain Raffin.

Mr. Lang asked what could be said of a Captain who, at a moment of danger left the bridge in order to estimate the moral labour of his men? Counsel submitted that his client was entitled to have repaid to him a portion of the money he had paid into Court. As to damages, Mr. Lang said Mr. Ditchburn had examined the Cashmere and assessed the damages at Rs. 95,000, and that was a fair amount.

Mr. Scott in addressing the Court on behalf of the plaintiffs, said the collision was a pure accident and that no claim whatever could arise in respect thereof. Those on board the Naseri had been doing their best to assist the disabled ship, and were therefore entitled to salvage; charges The amount to be awarded must be commensurate with the value of the property saved; and in support of this principle, the learned counsel cited several English authorities. The Cashmere had no valuable cargo on board, and she was sold for the ridiculously small sum of Rs. 78,000. The ingredients of salvage service were well argued in the case of the Chilka to which Mr. Scott referred. Commenting upon the position of the Cashmere, counsel said that, considering all the adverse circumstances, the position was certainly one of great danger. It was a helpless one. Captain Souter did not know what direction to turn to. Those on board the Naseri had done their best to assist. The logs on board the Cashmere had been kept perfunctorily: and the captain had produced only his private log. The scrap log was gone; and the learned counsel asked the court to infer that it had been suppressed either by Haji Cassum or by the captain. The Naseri was bound for the Persian Gulf; and she turned back to Bombay on the happy possibility of getting salvage award. Salvage awards were always assessed on a high scale to afford inducements to sailors to risk their ordinary gains in order to save life and property. The service rendered by the Naseri must be assessed on entirely a different footing from ordinary cases of towing. With respect to a rudderless ship, the danger of collision was always great, and the value of the salvage service was proportionately high. In this case, the court had nothing to guide it as to the value of the service done by the Naseri and its crew. The way in which the Cashmere had tried to minimize its own danger and the service rendered by the captain and crew of the Naseri was unjust and Mr. Scott submitted that at least Rs. 30,000 would be a fine valuation of the service. As to the consolidation of the suits, the course which had been followed was the right one. The proper course had been followed in regard to the notices to the consignees. Mr. Scott therefore submitted that the plaintiffs should be awarded about Rs. 17,000 in addition to the sum already paid into court by the defendants.

His lordship intimated that he would give his judgment in the case on Thursday morning next.

ANOTHER CLAIM AGAINST THE S.S. CASHMERE.

THE CLAN LINE STEAMER, LIMITED VS. THE S.S. CASHMERE.

THIS was a claim against the Cashmere for Rs. 30,000 under circumstances already mentioned and somewhat similar to those of the preceding case. The Hon. Mr. Lang and Mr. Lowndes, instructed by Messrs. Crawford Brown and Co., appeared for the plaintiffs; and Mr. Branson and Mr. Raikes, instructed by Messrs. Smetham, Bland and Noble, appeared for the defendants. The defendants said the value of the services had been grossly exaggerated, and had paid into court the sum of Rs. 5,750.

Mr. Lang said the amount paid into court could hardly be said to be sufficient remuneration for all that the master and men of the Clan Shaw had done for the Cashmere. She was extremely fortunate in coming across the Clan Shaw. The Cashmere had broken down and was seriously in need of assistance. She had broken her rudder in the Red Sea, and had repaired in Aden. After she left the latter place, the rudder broke again, and she was then making for Bombay without a rudder. The Clan Shaw rendered what assistance she could, and finally left with instructions to report to the owner of the Cashmere. The sum paid into court was far less than what it ought to have been. Much of the evidence had been taken on commission, which Mr. Lang read to the court. The value of the Clan Shaw and her cargo was £ 35,000, and she ran great risk in assisting the Cashmere. The Clan Shaw stood all night by the Cashmere; and as the wire broke, she could do very little more. The Clan Shaw lost two days over the affair, the specials and men working very hard. On coming into Bombay, the master of the Clan Shaw wrote to Hajee Cassum, advising him of what had happened to his steamer. The learned counsel said that the evidence for the plaintiffs was conspicuous by its want of exaggeration.

His lordship said there was no cross examination on the point of negligence or want of due care.

Mr. Lang: No, my lord. Not a word. It was in consequence of information brought by the Clan Shaw that the Naseri was given leave by her owners to deviate from her course and search for her.

Mr. Branson admitted that the Clan Shaw gave the infomation.

Captain Macfayden, at present a marine-surveyor in Bombay, examined by Mr. Lang, said he was one of the assessors on the marine court of inquiry held on the s.s. Cashmere. The course taken by the Cashmere was about thirty miles out of the direct line. She was in danger as she had broken her rudder. The force of the monsoon in August was a little less than it was in June or July. The operation of the Clan Shaw, a heavy ship, being towed by a light ship, the Cashmere was a dangerous one. But for the assistance of the Clan Shaw, the Cashmere would not have been able to reach Bombay. She would have drifted ashore. The operation of steering a rudderless vessel was a dangerous one. If the Cashmere had been heavier, she would have been more under command.

Cross-examined by Mr. Branson, witness said he differed in opinion from the master of the Clan Shaw that he could have reached Bombay without assistance.

Mr. Lang said this was the case for the plaintiffs.

Mr. Branson, for the defendants, argued that the amount paid into court was quite sufficient for the service rendered by the Clan Shaw. Naturally there was a desire to exaggerate the value of the services rendered in such cases. The abandonment by the Clan Shaw ought not to entitle her to anything more than what had been paid into court. The Clan Shaw was not justified in leaving the Cashmere to its fate, and yet asking for larger remuneration than what was fairly due. The captain deserved credit for having truthfully said that, in his opinion, the Cashmere could have reached Bombay without running into danger. There was nothing to show that the ship was in any special danger on this occasion. An expenditure of extra coal and a delay of two days was all that the plaintiffs could claim for. Rs. 30,000 was a great deal too much.

At this stage, the enquiry was adjourned until Friday even though it is a holiday, counsel on both sides consenting.

(Before the Hon. Mr. JUSTICE CROWE.)

BOMBAY YARN IN THE CHINA MARKET. A TRADE MARK CASE.

E. D. SASSOON AND CO. VS. THE DAMODAR LUKHMIDAS MILLS COMPANY, LIMITED.

His lordship delivered judgment in the case. The plaintiffs claimed that it might be declared that the defendants' label B on the bundles of yarn complained of is a colourable imitation of the plaintiffs' label on their bundles of yarn, and that the defendants might be restrained from exporting to China or exposing for sale, or procuring to be sold, any yarn packed in bundles having affixed thereon the defendants' labels or any labels constituting a colourable imitation of the plaintiffs' label A; and that the defendants might be ordered to deliver up to be cancelled all their said labels. Plaintiffs' further asked for damages for an account of profits, and the costs of the suit. Mr. Lowndes and Mr. Robertson, instructed by Messrs. Payne, Gilbert and Sayani, appeared for the plaintiffs; and the Hon. Mr. Lang and Mr. Branson, instructed by Messrs. Bhalshunker and Kanga, appeared for the defendants.

Mr. Justice Crowe, in giving his judgment, said:—The principles of law which apply to trade mark cases are simple, and have been set forth in a number of decisions which are to be found collected in Sebastian's work on Trade Marks, and need only to be briefly referred to. The law is clear that although fraud is necessary to entitle the owner of a trade mark to redress, the fraud does not necessarily consist in an intention to deceive on the part of the defendents, but in an actual deception or in the creation of a probability of deception, independently of any fraudulent intention As remarked by Lord Westbury in Hall *vs.* Barrows (4 De G. J. and S. 150), imposition on the public is indeed necessary for the plaintiffs' title, but in this way only that it is the test of the invasion by the defendants of the plaintiffs' right of property, for there is no injury done to the plaintiff if the mark used by the defendants be not such as may be mistaken, or is not likely to be mistaken by the public for the mark of the plaintiff. It was urged for defendants that no witness had been brought forward nor any person named who had been deceived by defendants' label. On this point also the rule of law is clear that it is not necessary for what in equity that proof should be given of persons having been actually deceived, and having bought goods with the defendants' mark, under the belief that they were of the manufacture of the plaintiffs' provided that the Court be satisfied that the resemblance is such as would be likely to cause the one mark to be mistaken for the other—(Edelsten *vs.* Edelsten 1 De G. J. and S. 185)—and the proper test to be applied was stated by Sarjent C. J., in the case of Badische Anilins and Soda Fabrik *vs.* Manockjee Shapurjee Katrak. (I. L. R. 17. Bom 584.) His Lordship then held that the question in a case of this description is not what would be the effect on brokers or even dealers in Bombay, but how the labels would be likely to strike the incautious or (as Lord Chelmsford describes then in Wotherspoon *vs.* Currie) unwary purchasers such as are to be found more particulary in the mofussil. If people of that class, whether small up-country dealers or dyers, would be likely so to be deceived, it is plain that a great opportunity would be afforded to the brokers and large dealers to push the defendants' scarlet dye in the market to the detriment of the sale of the plaintiffs' dye, and it is from this point of view that the question as to colourable imitation ought to be considered. Coming now to the facts of the case, the first issue raised by the defendants is whether the plaintiffs' labels are known as the *Hu-Weh* or "Good luck" labels as alleged. On this point, putting aside plaintiffs' evidence there is unanimity on the part of defendants own witnesses that plaintiffs' label is known by the name of the *Hu-Weh* chop in China and that the device is emblematic of "Good luck." There is nothing to show that there was any knowledge on the part of the plaintiffs to afford a ground for the defence of delay as everything in the case shows that plaintiffs were entirely defending their rights. The plaintiffs have asked for an injunction, as that is the usual mode by which property in trade marks can be effectually protected. There are no circumstances in this case which would deprive the plaintiffs of this relief. I, therefore direct that an injunction be issued to defendants in terms of para. A of plaint, Mr. Lowndes has represented that he would not press for an account if a small sum by way of damages were allowed. No evidence of any damage has been produced before me, and I therefore direct that an account of profits be taken as prayed in para. B of the plaint and a reference be made to the Commissioner for that purpose. I further direct that the defendants do deliver up to be cancelled all labels in their possession as prayed for in para D of the plaint, and I order that defendants be ordered to bear the costs of the suit.

THE SEVEN WONDERS OF COREA.

THERE are said to be in Corea seven wonders which baffle elucidation. The East generally is full of wonders, the supply everywhere fully meeting the demand; but the Corean seven are of a peculiar order. The first is a hot mineral spring which will heal anything, from a pimple to a cancer, even to a broken leg or an amputated head. The second consists of two springs so arranged that when one is full the other is empty. These are indicators of the ebbing and flowing of tremendous tides in the bowels of the earth; the water has the peculiarity of making whatever is cooked in it sweet and delicious. The third wonder is a cavern in the mountains, in which a cold, piercing wind rages perpetually. The fourth is the Ineradicable Forest. This is large grove of pine trees which begin to sprout again directly they are cut down. Patent gorse eradicators have no effect upon it whatever. If it is destroyed by fire it is growing strongly again out of the ashes next day. The fifth wonder is the Floating Stone, in honour of which a temple has been built. This stone stands in front of the temple, and appears to be resting on the ground, but if two men holding each an end of a piece of string stand one on each side of the stone and draw the string beneath, it will pass under the stone without encountering any obstacle. The sixth wonder is another stone called the Warm Rock, on the top of which is erected a small inn. However cold the weather may be, the inn is always warm, and there is no need for fires, for the stone gives out the warmth. The seventh and last wonder is a drop of the sweat of Buddha. This is enshrined in a temple, around which, by the supposed virtue of the "drop," there is a small desert of more than a chain square. The meaning of this is that no plant or animal will trespass upon ground so holy.

CHARGE OF DEFAMATION AGAINST A SPORTING PAPER.

THE ACCUSED FINED.

AT the Esplanade Police Court, yesterday, before Mr. P. H. Dastur, Acting Third Presidency Magistrate, the case in which Mr. Donald Greenhalgh, a jockey, charged Mr. J. Renton Denning, editor of a weekly newspaper, called the "Indian Sporting Times," was called on for hearing. Mr. Hugh Sealy, pleader, prosecuted; while Mr. Dunlop, of Messrs. Crawford, Brown & Co., solicitors, defended the accused.

Mr. Sealy at the outset remarked that since the filing of the information circumstances had transpired which rendered it necessary for him to make an explanation. In this case the accused had published an article in his paper of the 2nd instant, purporting to have been forwarded by a Calcutta correspondent and alleging that the complainant had been warned off the ground by the Calcutta Turf Club in connection with a pony, named Mulberry. Mr. Sealy submitted that this was a most serious allegation that could be made against a jockey, because if true it would deprive him of his living. Mr. Sealy then explained to the Court the position of a jockey in regard to the owner of a horse placed under his charge for the purpose of riding a race. He said that if a jockey were to pull his horse during the race and do anything to prevent him from winning, it would be considered a most dishonest thing to do, and it would be tantamount to injuring the interests of his own master in order to benefit a rival. The Calcutta Turf Club was established to stop such dishonest practices, and a certain number of stewards were appointed, whose duty was to see that the jockeys did not misbehave themselves in the race; to call upon them for explanation whenever they were found to be doing wrong; and to deprive them of their license if found guilty of dishonourable conduct. This being the case, the slightest remark about a jockey pulling his horse or not riding it properly was sufficient to ruin him, for all the owners of race horses would fight shy of him and not entrust him with their animals. Mr. Sealy then read the paragraph complained of, and said that the allegation made in it, that the complainant had been warned off by the Calcutta Turf Club and that he was not allowed to ride in races because of his pulling his horse, was absolutely false, and the accused would himself admit that it was so. As a matter of fact Mr. Greenhalgh was never charged with pulling Mulberry in the Eclipse Stakes at Calcutta. What happened was that some thought he did not push himself out and somebody thought that he did not ride to win. On being called upon to give an explanation, he gave his explanation, and the steward told him that he should be more careful in the future. As a matter of fact, he rode horses in the races subsequently got up under the auspices of the Calcutta Turf Club. He won two races, namely, the Civil Service Cup at Lucknow and the Calcutta Derby. The complainant had since had a quarrel with the Calcutta Turf Club, but it had nothing to do with the pony Mulberry. Mr. Sealy then referred to the correspondence that had passed between the parties to the case in regard to the paragraph objected to, and the apology published in a subsequent number of the paper. He said that his client had called upon the accused to publish immediately an apology in the "Times of India," as he thought that it should be published in a widely circulated paper. But the apology was after some delay published in his own paper. He was, however, instructed not to withdraw the case, as the apology was tendered too late.

Mr. Dunlop, in addressing the Court, said that he admitted on behalf of the accused the full responsibility of the statement made in the paper. He was the editor of the paper, and took the full responsibility of the statement, as also of the apology. Immediately after receiving an answer from Calcutta to his inquiries into the matter, the accused published the apology in large prints in his paper. They had tendered an apology, and he could not conceive what more could be done.

Mr. Sealy remarked that the accused ought to have apologised at the proper time.

Mr. Dunlop contended that if Mr. Sealy had taken the trouble to read the Law on Libel and Lord Campbell's Act, he would have found that the proper way of apologising was the one adopted by them, and the proper place for it was the weekly paper in which the statement complained of had been made. He hoped Mr. Sealy would not plead actual malice in the matter. They received the article from their Calcutta correspondent in the ordinary course of business, and on an objection having been taken against it they took the earliest opportunity of publishing a full apology in their paper. He submitted that they had done all that they could possibly have done. He did not for one moment wish to take up any dispute that might have occurred between the complainant and the Calcutta Turf Club. His client was ready to tender a complete and full apology.

The Magistrate remarked that since the complainant was not prepared to accept the apology, he would formally frame the charge and ask the accused if he pleaded guilty to the charge.

The accused pleaded guilty to the charge.

The Magistrate, in giving his decision, said: The accused through his solicitor admits that he is the editor of the paper; that he is responsible for the publication of the alleged libel. He pleads guilty and says that he has offered an apology for the publication, that there was no malice on the part of the accused, and that the information was received *bona-fide* from the Calcutta correspondent. There is no doubt that the statements in the paper of the 2nd April are defamatory, and the accused takes full responsibility of the publication, and pleads guilty to the charge. It seems that after inquiring from Calcutta he has contradicted the statement originally made and apologised for the libel. This, I think, is a great extenuation of the offence, and in passing judgment it must be taken into consideration. I order the accused to pay a fine of Rs. 25.

CRICKET AT BARODA.

A RETURN match between the Hindus of the Laxmivilas Cricket Club and the Baroda Parsees was played, on Sunday, on the Laxmivilas cricket ground. The Parsees were captained by Mr. Machliwala (of the Bombay Parsees), and Mr. B. G. Sindhe captained the Hindus. The team of the Parsees was comparatively strong, and the Hindus lacked the services of two or three of their best players owing to bad health. The time fixed for play was 9-30 a.m., but it had to be altered as the Parsees were late by half-an-hour. Mr. Machliwala won the toss, and preferred to bat. Messrs. Machliwala and F. J. Dalal started the innings, and both hit freely, which weakened the fielding of the Hindus to some extent. But in a short while the Presidency player was sharply caught at point by K. A. Desai. This gave a great deal of impetus to the Hindus, the rest of the wickets falling within twenty minutes, the total score of the Parsees being 124. Excepting Mr. Machliwala, Mr. D. G. Contractor was the only punishing bat on the side of the Parsees.

The Hindus went in to bat at 3-45. The first two players were clean bowled by Bharucha within three overs. H. H. Prince Fattesingh Rao then joined the play and gave it a lively aspect. The Hindus continued their play till 10-30 a.m., leaving yet three of their players to bat. The game was resumed at 4 p.m. The two wickets of the Hindus were easily taken. The total score for the innings was 105.

The Parsees began their second innings and Messrs. F. J. Dalal and Machliwala went in to bat but the former was clean bowled by Sail while the latter left the field reluctantly, being declared l-b-w by the umpire. The Parsees then began to score rapidly closing their second innings with 98 runs.

The Hindus went in a second time and faced the bowling of Machliwala and Bharucha. The score had reached 76 for eight wickets down when the bell rang. Following were the scores:—

PARSEES.

1st Innings.		2nd Innings.	
B C Machliwala c R A Desai b B V Gaikwar	49	l-b-w B V Gaikwar	18
F J Dalal b Sail	18	b Sail	0
A P Bharucha b Sindhe b Sail	0	b B V Gaikwar	15
N G Contractor c Prince F b Sail	2	run out	13
P G Contractor b Sail	6	b Sail	1
P W Vavai c Sirdesai b Sail	12	c B V Gaikwar b Sail	2
D G

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Examination and Certificate	10
Verbal opinion as to Soundness	5

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COMMERCIAL INTELLIGENCE

TUESDAY EVENING, APRIL 18.

An advance of 1-8 per cent brought up the price of Consols in London to 110 9-16 yesterday. French Rentes were unchanged at 102; but Paris Exchange on London was 1 centime higher, at 25-20 1-2 fcs. Indian Sterling Loan remained at 115 1-2; and 3 1-2 per cent Rupee Securities declined 3-16 per cent, to £66 3-4. The Exchange Banks lowered their buying rate on India at 30 day's sight by 1-16d, making it 1s. 3 3-4d. Discount on Short London Bills at 3 months' sight, and on 6 months' sight Indian Bank Bills, was quoted at 2 1-4 per cent. Bar Silver was unaltered at 27 7-16d per oz; while in New York the metal declined 1-8 cent., to 59 5-8 cents per oz., demand Exchange on London being 1-4 cent higher, at 4-86 1-2 dollars. Some £ 50,000 in gold was paid into the Bank of England yesterday.

For Guzerat Yellow Rapeseed the quotation was 35 1-2s per 416 lbs., April-May shipment, to Dunkirk, sellers via the Canal, market firmer; for Cawnpore Yellow Rapeseed, 339 per 416 lbs., April-May shipment, to Antwerp, business done via the Canal, tone of the market firmer; Brown Rapeseed, 32 3-8s per 416 lbs., May-June shipment, to Hamburg, business done via the Canal, in a firmer market; Linseed, 35 3-4s per 416 lbs., April-May shipment, to Havre, tone of the market steady.

The Liverpool Cotton Market closed firm, Surats dull, Arrivals steady. The day's sales were 10,000 bales; Imports, nil Spot Mid.—Americans advanced 1-32d, to 3 3-8d per lb.; and American Arrivals 1-64 to 1-32d, 3 5-16d, per lb., being quoted for April as well as August-September deliveries. The Manchester Market closed steady.

Ready Mid.-Uplands advanced 1-16 cent in New York, to 6 3-16 cents per lb.; Futures, 7 points both for June and Cotton, at 5·93 cents. The Receipt at the U. S. Ports were 15,000 bales; and the arrivals to date compare as follows with those in 1899 and 1897:—

	1899.	1898.	1897.
Monday's Receipts	15,000	10,000	10,000
Two days' do.	21,000	28,000	15,000
Since 1st September	7,703,000	8,073,000	6,355,000

The local Cotton Market has been steady in tone to-day. Exporters bought 1,000 bales Dhulia at Rs. 128 per candy, 100 Bengal at Rs. 120; and the Mills, 100 Surat at Rs. 160, 200 Hurdha at Rs. 142, 100 Nugger at Rs. 127, 100 Jawra at Rs. 122.

WHEAT AND SEEDS.—A small business is reported; prices are 1 anna per cent higher for the latter.

The Receipts of Produce into Bombay on Sunday and yesterday were as follows:—

Cotton	13,840	bales.
Wheat	29,877	cwts.
Linseed	22,433	"
Rapeseed	20,094	"
Gingellyseed	3,450	"
Poppyseed	10,418	"
Groundnuts	533	"
Castorseed	4,510	"
Rice	3,418	"

EXCHANGE has to-day been quiet at 1s. 3 29-32d for Bank Telegraphic and Demand, and 1s. 4 1-16d for three months' sight Credits. Merchants' Bills were scarce; and for Bank Paper the enquiry was small, the market closing as follows:—

Bank Bills on Demand	1s. 3 29-32d.	per Rupee.
Do. Telegraphic	1s. 3 29-32d.	"
Credits 3 months' sight.	1s. 4 1-16d.	"
Francs	100 1-2	"

GOVERNMENT PAPER.—Rates have been steady to-day at 100 3-4 for 3 1-2 per cents, for both money and Account, and 94 to 95 for Threes.

SHARES.—Mofussil Press Co. are Rs. 10 higher, Anglo-Indian Mill are Rs. 10 lower, David and Queen Rs. 5 each, and Imperial Cotton Rs. 20. In miscellaneous scrip, Bombay Flour Mill have declined Rs. 10, and Treacher and Co., have advanced Rs. 5.

SHIPPING INTELLIGENCE.

THE B I S N Co's s s Nuddea, 1,949 tons, Captain E Stabb, will sail to-day for Calcutta, in ballast.

THE B I S N Co's s s Obra, 3,495 tons, Captain G Brown, sailed yesterday for Calcutta, in ballast.

THE B I S N Co's s s Fultala, 2,692 tons, Captain A B Cave, will sail to-day for Calcutta, etc, with a general cargo.

THE B I S N Co's s s Kola, 497 tons, Captain J A Robertson, arrived in harbour yesterday, from Karachi, 15th April via Kathiawar coast ports, with a general cargo, and 230 deck passengers.

THE B I S N Co's ss Canara, 1,216 tons, Captain C Scott, sailed yesterday for Zanzibar, etc. with a general cargo and the following passengers:—Lieut H B Mayer, Lieut and Mrs J Dickson and 4 children, Store Sergt and Mrs Clarke and girl, Assistant Surgeon and Mrs Quadros and 5 children and 8 deck.

ARRIVAL.

April.	Vessel.	Commander.	From.
18	Kola s	Robertson	Karachi, April 15

DEPARTURES.

April.	Vessel.	Commander.	Destination.
18	King Arthur s	Barron	Mauritius.
	Olabs s	Arnold	Karwar.
	Dwarka s	Rice	Karachi, etc.
	Nurani s	Leftwich	Calcutta, etc.
	Obra s	Brown	Calcutta.
	Canara s	Scott	Zanzibar, etc.

The following vessels obtained their port-clearances yesterday:—
Steamer Fultala, Cave, for Calcutta, etc.
" Nuddea, Stabb, for Calcutta.

The following vessels entered for loading yesterday:—
Steamer Kola, for Karachi.
" Afghan, for Rangoon.
" Boodana, for Calcutta, etc.
" Sutlej, for Aden.

DAILY EXPORTS.—APRIL 18.

FOR LONDON.

Caledonia s—18 bales skins M J Joomabhoy and Co; 224 bales skins and 4 bales hides W and A Graham and Co; 250 cwts hides Yusuf Fazul; 30 bales hides H Esmail; 70 bales skins and hides Hajee O H Hassan; 24 bales skins R Mukerjee Kooka; 62 bales skins T M Abba; 143 cwt buffalo horns R Fazul; 68 bales skins Ewart Latham and Co; 29 bales woollen carpets Fleming Shaw and Co.

Northsands s—2000 cwt rapeseed Ritchie Stewart and Co; 5 bales carpets G H Mohamed; 22 cwt deer and buffalo horns M Mohamed and Co; 50 cwt deer horns J M Rahimtoola; 201 cwt kurtisee Forbes Forbes and Co; 1007 cwt myrabollams Waghji Beohur.

FOR HAMBURG.

Labuan s—1100 bales cotton Volkart Brothers; 55 bales cotton Lyo and Co; 401 cwt linseed Forbes, Forbes and Co; 382 cwt mustards ed and 1030 cwt linseed A Blaschecck and Co; 4000 cwt rapeseed Forbes, Forbes and Co; 6000 cwt rapeseed and 2000 cwt crushed bones Glade and Co; 1000 cwt myrabollams W Klipp; 142 cwt gum Mogji Moolji and Co; 200 cwt wild turmeric Mogjee Mooljee and Co; 3020 cwt myrabollams Wagji Beohor; 1000 cwt negerseed A Blascheck and Co.

FOR ANTWERP.

Iran s—4002 cwt rapeseed and 3001 cwt gingellyseed Owen and Ockil; 60 bales cotton fly and 20 bales twist waste N Futehally and Co; 4000 cwt rapeseed David Sassoon and Co; 3012 cwt myrabollams Wagjee Beoher; 205 cwt gum Hirji Virthur; 1925 cwt myrabollams Tyabji and Co.

Nortsands s—565 cwt poppyseed Killick, Nixon and Co.

FOR LIVERPOOL.

Rydal Hall s—50 bales wool Suleman Jan Mahomed; 97 bales cotton Poonja Jairam.

FOR MARSEILLES.

Indra s—2772 cwt castorseed, 990 cwt rapeseed, 400 cwt mustard-seed, 9003 cwt wheat and 8250 cwt gingellyseed John Fachiri; 18 cwt wheat Ralli Brothers.

Stadsdeel s—3:50 cwt te lead Ralli Brothers.

FOR GENOA.

D Balduino s—2000 cwt linseed Glade and Co.

FOR LEGHORN.

D Balduino s—2000 cwt wheat A C Collora.

FOR HONGKONG.

Muke Maru s—450 cwt sandlewood, Yan Shun and Co; 100 bales twist, The Dhun Mills Limited; 230 bales twist, David Sassoon and Co; 75 bales twist, E D Sassoon and Co; 50 bales twist, G Khatow.

Nankin s—6 cwt ivory, M M Essabhoy.

Bisagno s—70 bales twist, The Union S and M Co Ld; 100 cwt shanklins, R Dhunjee and Co; 24 cwt sharkfins, M H Mirally; 37 cwt kismis, 18 cwt dry fish, 41 cwt jardaloo, 131 cwt olibanum, 255 cwt raisins, 187 cwt kismiss, 12 cwt senna leaves, Quan Lun Kooo; 93 cwt gum and 60 cwt angoor, M M Essabhoy.

FOR SHANGHAI.

Vindobona s—200 bales cotton, Glade and Co; 200 bales cotton, Talati and Co; 230 bales twist, E D Sassoon and Co.

Chusan s—200 bales twist, J B Bhemania and Co; 200 bales twist, R Canjee and Co; 300 bales twist, and 100 bales cotton, Talati and Co; 1030 bales cotton, Volkart Brothers; 700 bales cotton, Glade and Co; 100 bales cotton, Dewjee Vassanjee; 825 bales twist, Ebrahim Noordin and Co; 1050 bales twist, C Bomanjee and Co; 400 bales twist, Tata and Co; 200 bales twist, R S Woonwalla and Co; 250 bales twist Killick, Nixon and Co; 100 bales twist, J A Seghai and Co; 100 bales twist M J Abraham; 950 bales twist, David Sassoon and Co.

Bisagno s—30 bales twist The Union S and M Co Ld.

Muke Maru s—50 bales twist Gordhandas Khatow.

FOR KOBE.

Muke Maru s—251 bales cotton David Sassoon and Co; 300 bales cotton E D Sassoon and Co; 100 bales cotton Ralli Brothers; 200 bales cotton Lyon and Co; 100 bales cotton Tata and Co; 500 bales cotton Gaddum and Co; 248 bales cotton C Eb ahim and Co.

Vindobona s—500 bales cotton Tata and Co; 300 bales cotton The New Mofussil Co.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS TWO RUPEES, THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

DEATH.

GONSALVES—April 18, at Mazagon, Mary Jane, daughter of J. D. and Caroline Stevens Gonsalves, aged 18 years. Deeply regretted. Funeral takes place this (Wednesday) morning, at 8 o'clock, arriving at Dharavie, at 9-30 a.m. Friends please accept this, the only invitation.

OTHER PRESIDENCIES.

BIRTH.

BETTS—April 11, at Scenee's Hotel, Calcutta, the wife of Lester Betts, M. I. E. E., of a son.

NOTICE TO CORRESPONDENTS.

*** ALL communications intended for publication in our columns should be addressed to the Editor and not to any individual member of the staff.

The Bombay Gazette

WEDNESDAY, APRIL 19, 1899.

DE QUINCY wrote a famous treatise on Murder as a Fine Art. Were he alive now he might write an essay on Procrastination as a Fine Art as exemplified in the proceedings of the Bombay Municipal Corporation in respect to the drainage of the subsoil water that has been poisoning the city for nearly a decade. Every authority is agreed as to the reality of the evil which has swelled the bulk of the mortality since the completion of the Tansa scheme added some 24,000,000 gallons of water to the city's daily supply. It has been demonstrated that during all these years five million gallons sank day by day into the subsoil and have never been removed. It is notorious that all over the Municipal area the level of the subsoil water has been raised many feet, and in the more low-lying districts water is come upon within one or two feet of the surface. Every engineer and building contractor is aware of this fact. It forces itself on their attention by imposing the necessity of pumping and baling whenever foundations or new drains have to be laid. There has been a general concurrence of opinion amongst all competent authorities that the evil should be coped with by drainage works that will discharge the surplus water into the sea, and by intercepting the monsoon floods from the hills north of the city prevent their entering the localities below the sea level. The whole question has been fully thrashed out, and the best expert advice taken on it years since. Mr. Baldwin Latham for a fee of £2,000 came to Bombay and made careful studies extending over some two months. He gave it as his deliberate opinion that if the plans, *as originally drawn up* by Mr. Rienzi Walton, were completed, Bombay would be the best drained city in the world. He particularly recommended works for the drainage of the subsoil water insisting on the danger to the public health of permitting it to poison the city. No steps were taken to carry out these recommendations until the advent of the plague drew general attention to the steady deterioration in the general sanitary condition of Bombay which was the constant theme of every report presented by the Health Officer. Then it was resolved to take action. The Drainage Engineer, Mr. Smith, was instructed by Mr. Snow to prepare plans on the lines indicated by Mr. Baldwin Latham for the drainage of the subsoil. Two years of patient labour completed the plans, which had the approval of Mr. Snow, the Municipal Commissioner, and the whole engineering staff of the Municipality.

It might have been supposed that with plague threatening the prosperity of the city no time would have been lost in putting the work in hand. But two years have elapsed since the plans were completed and approved by everyone competent to form an opinion on matters so purely technical. And things are now just where they were two years ago. First the whole scheme was sat upon by a Committee of the Corporation, two-thirds of whom were just as competent to pronounce upon the plans of an ironclad as upon the drainage of the subsoil of Bombay. It boots not to inquire how long the labours of the Committee lasted; the report settled nothing and nothing was done. Mr. Harvey, like Mr. Snow, urged that steps should be taken to deal with a state of things which successive years made more and more injurious to the health of the sorely stricken city. Three months ago, when all possible expedients to further delay action seemed to be exhausted, a happy thought suggested that Mr. A. J. Hughes, Executive Engineer of the city of Calcutta, should be asked to advise on the question of subsoil drainage in Bombay, and when his services could be made available for that purpose and at what cost. It was no secret to anybody that Mr. A. J. Hughes had prepared a plan for the reconstruction of Calcutta on lines very similar to that of the Bombay Improvement Trust. It was therefore in the highest degree improbable that he could give immediate attention to the question of draining the Bombay subsoil. It might be unjust to suggest that the prospect of delay thus opened out was the deciding motive in resolving to consult an engineer in Calcutta who, whatever his competence, knows nothing of the local conditions in Bombay and would require to study the problem *ab ovo*. On Monday, Mr. Hughes' letter of qualified acceptance of the proposals embodied in a resolution of the Corporation came before that body. It stated that Mr. Hughes could undertake the work in November next, that it would probably take five months to prepare a report, and that his fee for that would be Rs. 15,000. Sir George Cotton not unreasonably pointed out, what indeed was patent from the first to everyone, that it would be necessary to give up all idea of obtaining the services of Mr. Hughes, as he would not begin the work until November, and would probably take five months to complete his report. The result would be that nothing could be done before the monsoon of the year 1900, and another twelve months would be lost. If we take into consideration the consecrated procedure in such cases, it will be only the sanguine who believe that even 1901 would see the beginning of the work of subsoil drainage according to any plan Mr. Hughes might submit. The report and plan would be submitted to a committee of no particular competence, which after months of futile labour would send a report to the Corporation. The Conscript Fathers would take a time and two times to consider the report and then would probably submit the question to another committee which would prepare another report and recommend that some other expert should be asked to advise as to the value of Mr. Hughes' plan. A good deal of time could be comfortably got over in that way.

It will be seen that having asked whether the services of the Executive Engineer of the Bengal capital would be available, and having learned that they would be in November, it has now been resolved to ask a similar question of the Engineer of the London County Council. Sir George Cotton, deprecating delay and desirous of avoiding the inconvenience of calling in a professional man quite ignorant of the exceptional conditions of Bombay, proposed that the Commissioner should be requested to report after consultation with the Health Officer and the four Engineers in the employ of the Municipality on these vital questions: (1) Has the subsoil water risen during the past ten years, or is at such a height as to increase the mortality? (2) Would the lowering of the subsoil water improve the health of the city? (3) Is the scheme prepared by Mr. Smith in accordance with the principles laid down by Mr. Baldwin Latham and the scheme prepared by Mr. Walton on the report submitted by Mr. Baldwin Latham? (4) Would the scheme prepared by Mr. Smith be effective in removing subsoil water? (5) What part of the scheme, so far as the health of the city is concerned, should be undertaken first, and in what order should the several works be proceeded with? (6) And generally as to the cause of the increased normal mortality since 1891? And generally on such points connected with the inquiry which he might think necessary to elucidate the question. This proposal, excellent in itself, was rejected, the only valid objection to it being that what Mr. Harvey, the present Municipal Commissioner, would now be asked to do Mr. Snow did two years ago. The latter consulted the Health Officer and the large Engineering staff of the Municipality, and recommended the Corporation to carry out the work as quickly as possible! The learned Doctor, who pointed out that Mr. Snow and the Municipal staff recommended that the work should be at once put in hand, two years since, proposed that Mr. Santo Crimp of the L. C. C. should be asked the question put to Mr. Hughes, whether his services would be available, and if so what remuneration he would expect. As it is morally certain that Mr. Crimp—an assistant to Mr. Baldwin Latham—cannot undertake the work in the hot weather or the rains, this further reference is not likely to improve upon the time indicated by Mr. Hughes. In vain the Hon. Mr. Sayani urged that there should be less talk and more work, and pointed out that they had already got the best opinion as to the general principles involved and the facts on which those principles rested, and the experience and special knowledge of a large and competent engineering staff. Why then stand idle while seeking more advice, when it is quite certain that the new light will not be any better than that already in their possession. Even an appeal to the Corporation to consider the anxiety of the public at large that the work should be taken in hand forthwith and something definite done did not avail. The Corporation passed, by the casting vote of the President, the proposal to ask Mr. Santo Crimp what he will take to come over and save us.

SOME very interesting experiments in wireless telegraphy have just been conducted at South Foreland Lighthouse, under the direction of Signor Marconi. The demonstrations were conducted for the French Government, who have the system under observation, and several representatives of the French Government were present. Communications were established between this point and Boulogne, and in every instance the messages came through with equal clearness, though not with the same rapidity as by the ordinary means of telegraphic communication. The fact that it has been found feasible to transmit messages across space opens up wide possibilities, and no doubt the near future will bring many startling changes in electric communication. The home papers give as the opinion of Professor Tesla, of America, that an induction coil placed between the two terminals would make the exchange of messages impossible, while the experimentalists assert that as far as their trials have gone nothing will interrupt the transmission of messages. Professor Thompson thinks it is possible to develop the three methods of signalling across space—conduction, induction and wave—so as to establish electric communication between England and America. He is not sanguine as to waves, but by conduction or induction he is certain that direct communication can be made with India, Africa or Australia at a far less cost than that of a connecting submarine cable. The apparatus is very simple; the cost is very small. Wireless telegraphy is independent of meteorological conditions, and it has been proved by the experiments under notice that a message can find its swift sure way through fog, darkness, rain, snow or storm. There are no cables to be broken, no posts to be levelled by hurricanes, no wires to be snapped by the accidents of tempest. The new system will be many years before it supplants ordinary telegraphy, but when in practise it must be of immense benefit to vessels in foggy weather and on dark nights.

THE chigger invasion is now regarded as a serious misfortune, and the Government has issued copies of a long correspondence and a treatise on the subject, which is published in another column. The 4th Bombay Infantry appears to have brought the disease with it from Mombassa. Anyhow when on the voyage across here twenty-six cases were discovered among the troops and followers. There is every reason to believe that the chigger insect which causes all the mischief will establish itself in India, and the Surgeon-General in a letter to Government emphasises the great necessity of taking all steps to limit its spread. He therefore makes several practical suggestions, and has issued instructions to medical officers and subordinates for their guidance. Accompanying the correspondence is a report on the prevalence of chiggers in Mombassa. The chigger, it appears, is a true flea which commonly attacks the feet, being usually found under or near the toe-nails. It may, however, occur in other situations, but only rarely. According to Mr. Decle, whose book on the subject is quoted, "The jigger can be a very serious pest when it first invades a country, though once the people get used to it, it becomes rather a nuisance than a grave infliction." A case is given, however, in which it was necessary to remove the toe of a British officer in the Protectorate, but whether this was in the "grave infliction" stage or the "nuisance" stage is not explained. Unless precautions are taken in time, the new infliction may become serious, especially among a bare-footed people, and we are glad to find that the Surgeon-General has induced Government to act, albeit somewhat tardily.

THE week's presidency plague returns show an improvement of 423 cases and 359 deaths on the preceding seven days, the totals being 2,390 and 1,787 against 2,813 and 2,146. Bombay Municipal district figures fell from 1,015 and 775 to 754 and 601, Karachi city on the other hand reported an increase from 356 and 266 to 428 and 275, while Poona city has a gratifying diminution. Instead of 111 cases and 91 deaths, only 83 and 63 were returned. Substantial falls are also noticed in Kaira, Broach, Surat, Thana, Nasik, and Satara districts and Sholapur and Kolhapur States, while Kolaba district and Cutch State alone report higher figures. Three districts and seven States were free. The number of infected villages has fallen to 161 from 206. Railway inspection revealed twelve cases this week, of which eleven proved fatal. Two new cases among Europeans occurred during the week both in Bombay city.

THE plague returns for the Jullundur district of the 13th instant show:—Bahara 1 death, Lodhipur 3 cases, Shikohpur 1 case, Hoshiarpur District, Langeri 2 deaths.

ORDERS have been issued for the 19th Punjab Infantry to leave the Malakand Force on relief shortly by the 29th Bombay Infantry, and to return to Sialkot, railing from Nowshera. The 27th Punjab Infantry now stands fast at Peshawar till further orders.

NINETEEN deaths from plague and 21 fresh cases were recorded on Thursday. There were also 18 fresh cases of suspected plague and the same number of deaths. The total mortality is returned at 73, which is actually too below the quinquennial average. The explanation, of course, is that the returns only profess to give the number of deaths officially recorded. There were doubtless many others which will come to light later on. These daily figures can only be considered as a rough guide.

THE carriage of the plague from Shikohpur in the Jullundur district to Langeri in the Hoshiarpur district was due to the perceptiveness of a resident of the former village, who observed rats coming out of their holes and dying. This alarmed him, so he quietly went off with his family to Langeri and thus infected this village. Two suspicious cases were reported on the 10th which, it was at first hoped, would prove to be measles, but the malady has since been pronounced to be true plague.

THE extension of the Southern India Railway from Negapatam to the seaport of Nagore is sanctioned at a cost of Rs. 2,38,723.

SURGEON-GENERAL PRICE is appointed Principal Medical Officer, Egypt, vice Surgeon-General Muir, appointed Deputy Director-General, Army Medical Service at the War office.

No. 5 MOUNTAIN BATTERY, R. A., which is under orders to move to Jutogh in relief, now proceeds to the Murree Hills until such time as No. 1 Mountain Battery is withdrawn from the Khyber.

THERE was at one time an extensive pearlfishing industry in Chittagong, but since the great storm wave the oyster beds have disappeared, the presumption being that all the oysters were killed by the upheaval of the water.

RULES are published in the Finance Department, whereby two-thirds of the vacancies in the Enrolled List of the Account Department will be filled by the Secretary of State, and one-third by competitive examination of nominated candidates in India.

THE total number of deaths recorded in Calcutta on Saturday last was 93, compared with a quinquennial average of 75. Thirteen cases of plague and eleven deaths, and thirteen cases of suspected plague, with thirteen suspicious deaths, were reported on the same day.

MR. BARNES, the Agent to the Governor-General in Baluchistan, having made over the Agency to Colonel Curzon Wyllie, has proceeded to Simla to relieve Sir William Cuningham, the Foreign Secretary. Mr. Barnes is expected to arrive in Simla on the 16th instant.

ORDERS have been issued prohibiting the sale of tickets to travel by railway from any of the plague infected areas to any pilgrim or other person intending or believed to be intending, to proceed on pilgrimage to the Ramnaumi Fair at Adjodhia in the Fyzabad district of Oudh.

SIR ANTONY MACDONNELL has confirmed the sentence of death passed on Swami Dayal, who, with two other men, murdered a Bareilly pleader, by the name of Bans Gopal, some time ago. The sentences on the others have been commuted to transportation for life. Swami Dayal, who was a pleader's clerk, will be hanged on the 20th instant.

THE official report for the week ending April 12th states that in the N.-W. P. and Oudh the weather was generally unsettled, and rain fell in several districts. Harvesting of the spring crops is nearly over, and threshing and winnowing are in active progress. Extra crops and sugarcane are being sown, planted and irrigated. Opium weighments have commenced. Prospects are favourable and supplies and fodder sufficient. Prices show a tendency to rise in a few districts, but are generally stationary to falling.

THE Secretary of State has sanctioned the construction by the Bikanir Durbar of a line from Sunkarsansar to Suratgarh, length 63 miles. The following have also been sanctioned:—(1) estimate for the new broad gauge line from Hyderabad to Rapuki, 6·25 miles length, amounting to Rs. 4,52,247; (2) revised estimate for the conversion of the existing 5 feet 6 inches lines between Hyderabad and Shadipalli to metre gauge, 55·08 miles in length, amounting to Rs. 6,33,336; (3) revised estimate for the British section from Shadipalli to the Jodhpur Frontier, distance about 71 miles, amounting to Rs. 27,03,956.

THE Sibpur Engineering College, almost in spite of itself, comes in for more and more notice every day, says the *Englishman*. His Honor the Lieutenant-Governor, who has always taken a lively interest in it, drew pointed attention to its advantages in closing the Budget discussion in the Council on Saturday. "It is the only school in my knowledge," said Sir John Woodburn, "everyone of whose pupils gets employment the moment he successfully passes its curriculum." In these days of stress and competition this is an inducement which ought to appeal strongly to those with sons to start out on the journey of life. The Lieutenant-Governor went on to enumerate the various fields in which engineering knowledge and skill can now find scope, and when we remember the cardinal fact confronting us at the opening of the new century, namely that we are only at the beginning of a period of prodigious industrial development throughout India, it is easy to understand the unique position occupied by the Sibpur College among the institutions of its kind.

MR. ALFRED CHATTERTON, the head of the Madras School of Arts, is to be congratulated on the success attending his efforts to popularise the use of aluminium, and establish a regular aluminium industry in India. During the past year the sales of aluminium articles by the School of Arts rose from Rs 1,500 a month to Rs. 7,000 a month and the profit earned has been about 10 per cent on the capital invested. Not only so, but half a dozen establishments have sprung up partially or wholly devoted to the production of aluminium wares. The natives are gradually taking to the new metal though the fact that they confine their orders to tumblers, cups and ornamental work, and have not yet made the least use of aluminium for water-pots or vessels which are much carried about shows that lightness is still in the native mind incompatible with durability. The largest demand has come from the officers of the Indian Medical Service, and orders are also beginning to come in from messes and regimental canteens, a direction in which Mr. Chatterton expects the greatest extension of business in the near future when the saving of weight (two-thirds) by the use of aluminium on field service, for utensils at present made of brass and copper comes to be more generally recognised.

THE *Lahore* paper writes:—The sudden orders issued from Simla on Thursday to stop the despatch of the troops selected to relieve the garrison in Chitral not unnaturally caused some excitement in Rawalpindi, whence the 32nd Pioneers, who were already on the march had to be recalled. It implies, we believe, a decision to redistribute the garrison in Chitral on new lines, to which we referred recently when Colonel Tourburn was deputed on special duty into Upper Swat for the purpose of selecting a site for a new post beyond the Lowari Pass. Colonel Thurburn, who was accompanied by Captain McMahon, Chief Political Officer in Swat, returned recently and proceeded to Simla, where he arrived on the 9th instant to submit his report to Government. It is in view of the recommendations contained in that report, we may believe, that the Government have decided to alter their plans at this date for relieving the Chitral garrisons. If a new post affording more effective support to the Nawab of Dir is established for a garrison of half a battalion the present force at Chitral will doubtless be reduced to at least that extent.

THE Pope is gaining strength. His appetite is good, while his mental faculties are keen and alert. His Holiness celebrated mass on March 25 without assistance.

THE Moorish Government has agreed to settle the claims put forward by Germany for compensation on account of the property of German merchants which was destroyed at Casablanca during the disturbances in June 1896.

LOCAL trade prospects in the Transvaal continue bright. The British consul's annual report will show an importation of goods to the Transvaal amounting to 11,000,000*l.*, being almost entirely of British origin, only a small proportion coming from America and the Continent.

TURKEY has at length notified her adhesion to the resolutions of the Sanitary Conference held at Venice in May 1897. The Imperial Government, however, makes reservations on four unimportant points, chiefly relating to pilgrimage and quarantine regulations.

A CONFERENCE held on March 27 between the two Houses of the New South Wales Legislature, respecting the amendments to the Federal Enabling Bill made by the Legislative Council, was fruitless, as the Council adhered to the amendments. Mr. Reid has indicated that he will probably make appointments to the Legislative Council in order to obtain a majority in favour of the Bill.

THE "Voltaire" publishes an interview with a personage who has close relations with General Billot. He expressed the opinion that General Billot's conviction of the guilt of Dreyfus has now been severely shaken, as it was principally based on the Henry forgery. General Billot, he added, had been deceived chiefly by Colonel Henry and Colonel Du Paty de Clam.

ACCORDING to advices from the vilayet of Kossovo, the local authorities are compelling Christians to sign addresses to the Sultan thanking his Majesty for his paternal government and protection and for the advantages which they enjoy under his benign reign. It is pointed out that these are counter measures to the recent petitions of the Christians imploring the imperial protection and praying to be accorded equal treatment with the Albanians.

M. JAURES asserts in the "Petite Republique," and defies contradiction, that Colonel Du Paty de Clam's explanatory notes, which were read to the members of the Dreyfus court-martial in order that they might understand the secret documents, have been extracted from the secret "dossier" of the Dreyfus case, probably by order of M. Dupuy, who thus seeks to remove the proofs of the criminal action of certain members of the Government at the time of the Dreyfus trial.

AN Edinburgh correspondent reports that the heather on an extensive tract of moss moreen was ignited by a spark from a passing engine. The undergrowth was extremely dry after the long spell of fair weather, and in a very short time the flames had spread over a great district, 100 acres all being destroyed. The fire presented a most alarming and picturesque appearance, and it was with great difficulty the surrounding inhabitants beat the flames down.

THE Russian official "Gazette of Trade and Industry" announces that the expedition for taking meridian measurements at Spitzbergen will leave St. Petersburg on May 1. Two steamers have been placed at the disposal of the expedition by the Ministries of Marine and Ways and Communications, while the Minister of Finance has granted 50,000 roubles for two years. M. Bjalinizki, the zoologist, and Dr. Bunge, the Polar explorer, will accompany the expedition, which will be under the leadership of Staff Captain Sergievski.

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"DALZIEL" cables that the "Echo de Paris" learns that there will be no further inquiry into the Dreyfus case, the full Court of Cassation considering that sufficient evidence has been brought to light by the investigation of the Criminal Chamber. It will be impossible to legally prove the alleged communication of secret documents to Dreyfus's judges, and the Court will not attempt to deal further with this point. It is now certain that the public hearing of the case cannot come on before the second week of May at the earliest.

A TELEGRAM from St. John's states that the political crisis in Newfoundland is now at an end, and the differences in the Government Party have been composed. Mr. Morine has been reinstated in his former position, and Sir James Winter will return to the Bench as Chief Justice about the end of the year, when Mr. Morine will succeed as Premier. There is no change in the Cabinet or among the Government officials. The agreement arrived at removes all causes of discord, and gives general satisfaction. The Legislature will open early next month.

M. PEYTRAL, Minister of Finance, has resolved to adopt the oft-mooted plan of allowing advertisements on matchboxes. The revenue which may be thus derived is estimated by some at 800,000 frs., by others at 5,000,000 frs., but the present stock of matches must first be cleared off, and the proceeds could not this year be considerable. In the Chamber M. Eouvier strenuously objected to the scheme as derogatory to a great nation. He compared it to a rich American's offer to hire the Arc de Triomphe for a soiree.

THE Court of Cassation on March 29 was engaged in examining the diplomatic secret "dossier." Although M. Dupuy has lost his bet, says the "Times" correspondent, even with the ten days'

TELEGRAMS.

[REUTER'S TELEGRAMS.]

INTERNATIONAL COURTESIES.

BRITISH SQUADRON AT SASSARI.

LONDON, APRIL 17.

The British Channel Squadron has arrived at Sassari to pay a salute to their Majesties the King and Queen of Italy, who are visiting Sardinia.

It is hoped that the visit of the fleet for this purpose may mitigate the ill-feeling that has been aroused in Italy by the Anglo-French Convention.

FURTHER REWARDS FOR THE TIRAH CAMPAIGN.

V. C. FOR CORPORAL SMITH.

Medals for distinguished conduct have been granted to four privates of the Buffs for gallantry in the fighting at the village of Bilo during the Tirah campaign.

Corporal Smith of the same regiment has been recommended for the Victoria Cross.

THE CAMPAIGN IN THE PHILIPPINES.

APRIL 18.

According to advices received to day, the Americans are retiring to Manila for the rainy season.

The troops are reported to be discontented, and are making demands for their return home.

THE BRITISH OCCUPATION OF KOWLOON.

Despatches from Hongkong state that the Chinese fired upon the British camp at Kowloon, yesterday.

The British shelled and chased the Chinese for three miles.

THE INDIAN SUGAR DUTIES.

A special article in to-day's "Times," referring to the impending debate in the House of Commons on the Sugar Duty question, says that Lord Curzon by taking up the question fulfils the highest functions of a Viceroy in interpreting to the Home Government the wishes of Indians.

FRONTIER NEWS.

AFRIDIS TRUE TO THEIR PROMISE.

THE KHUSROGIS SUBMISSIVE.

(FROM OUR CORRESPONDENT.)

SIMLA, APRIL 18.

The Afridis have kept their promise regarding putting pressure upon the Khusrogis, the latter having now sent to Landi Kotal 83 of the recently looted Commissariat sheep with 400 Rupees in cash, saying they are endeavouring to collect the rifles and the remaining property stolen, and that this being done, a full Jirgah will come in.

HEAVY SNOW IN THE LOWARI PASS.

Heavy snow has been falling during the past week on the Lowari Pass, so it is as well that the Chitral Reliefs have been detained.

SPECIAL FORAGE ARRANGEMENTS.

Orders are being issued under which the Forage officers will have more direct control than hitherto of the several grass-farms in Bengal and the Punjab Command.

Where Government dairies exist they will be managed under the new arrangement in connection with the grass-farms, trained managers being employed in addition to Native farm overseers.

In the Bengal Command the new system comes into force immediately, the head-quarters of the special Forage officer being fixed at Allahabad for the present.

In the Punjab Command the head-quarters of the Special Forage Officer will be fixed hereafter under orders of the Lieutenant-General Commanding.

The question of the appointment of a special Forage officer for the Madras Command is still pending.

PLAGUE MORTALITY.

WEEKLY RETURNS.

Plague returns for the week ending 16th instant show a further great reduction in the mortality, the deaths in the Bombay Presidency having fallen to 1,549, of which Bombay city reports 500, Karachi city 203, and Cutch State 230. The Madras Presidency reports only 30 deaths, North Arcot having 20, Salem 5, and Bellary 5. Mysore reports 81 deaths, Mysore city having 40, and the Kolar Gold Fields 39. In Hyderabad State, 9 deaths occurred in the Lingsugur and Naldrug districts. The Central Provinces had four deaths, 3 being in Nagpur City. In the Punjab there were 35 deaths, all in Jullundher district. Bengal returned 313, of which 266 were in Calcutta, and only 47 in the surrounding districts. Assam, Rajputana, and Central India all return clean sheets.

The total number of plague deaths during the week in all India was 2,021.

MILITARY NEWS.

Lieutenant-Colonel H. S. Reed, I.M.S., has been elected to fill the next vacancy in the rank of Colonel.

Second Lieutenant Chawner, on promotion from the Durham Light Infantry, is posted to the 2nd Welsh Regiment.

Major Hill, Inspector of Gymnasia, Madras and Bombay Commands, has been promoted to half-pay Lieutenant-Colonelcy.

Lieutenant-Colonel A. Reed, A. M. S., is posted for civil employment.

Surgeon-General A. F. Churchill retires from the service on the 14th June.

Veterinary-Lieutenant F. W. Carr has extension leave at home until September next.

TELEGRAPH RE-ARRANGEMENTS.

Mr. E. A. Leach, Superintendent of Telegraphs, Sindh and Baluchistan Division, proceeds on one years fourlough at the end of the current month, on relief by Mr. W. Southerland.

Mr. W. P. Henderson, in charge of, the East Coast Division of Telegraphs, shortly proceeds on furlough, on relief by Mr. E. J. B. Hudson.

PLAGUE IN CALCUTTA.

CALCUTTA, APRIL 18.

The returns for Monday show an appreciable fall in the number of suspected cases and deaths from plague, there being 4 attacks only, all of which, however, proved fatal. On the same day there were 23 new plague cases and 18 deaths, bringing the totals to date from 14th April 1898 to 1,104 seizures and 979 deaths.

The total mortality on Monday was 65 against the quinquennial average of 75. Ward No. 6 shows 6 plague cases with 6 deaths, and Ward No. 22 five attacks and four deaths.

GREAT FIRE IN LONDON.

ELEVEN-STOREYED TENEMENT DESTROYED.

ALLAHABAD, APRIL 18.

The London correspondent of the "Pioneer" wires:—A terrible fire took place in Hyde Park Court, Knightsbridge, at ten o'clock, on Monday. The tenement, where the conflagration occurred, was built by Librator Hobbs, and consisted of an enormous pile of buildings, eleven storeys high, parcelled out in first-class flats.

Twenty-seven fire-engines were on the spot soon after the outbreak, but the fire-escapes failed to reach the topmost storey, where the kitchen was located, in which the fire originated. The servants had thus to drop from the topmost storey to the lower verandahs, but fortunately all the occupants were saved.

Meanwhile, in broad sunshine, the flames roared through the central turret like a blast furnace, forming a column a hundred feet high. Ultimately the firemen gained the upper hand, and the flames were suppressed, but not before the central buil ding was completely burnt out.

ASSOCIATION FOOTBALL CUP.

THE FINAL TIE.

Some 80,000 people attended at the Crystal Palace ground, on Monday, to see the final tie played for the Association Football Cup. The game was superb. Derby County scored a goal in the first half, but in the second-half they utterly failed to defend their goal and missed several chances. The Sheffield men played with unanswerable dash and scored four goals rapidly.

Mr. Arthur J. Balfour presented the Cup to the winning team and made a graceful speech. Lord Rosebery also spoke, while Mr. Cecil Rhodes was a keen spectator.

RE-APPEARANCE OF SIR HENRY IRVING.

AN OVATION.

The re-appearance of Sir Henry Irving at the Lyceum in Sardou's *Robespierre* after the longest absence from the theatre during his lesseeship, and for the first time since the Lyceum has been floated as a company, was the occasion of quite a sensational ovation to the great actor-manager.

Sir Henry, replying to repeated calls at the close, dwelt on the fact that this was the first play written by a Frenchman for the English stage. His son, Mr. Lawrence Irving who was the translator, was also called before the curtain.

The play, however, is only a moderate success.

OBITUARY.

Emily, Duchess of Marlborough, is dead.

General Sir Henry Le-Geyt Bruce died from the effects of an accident.

[REUTER'S TELEGRAMS.]

STEAMER MOVEMENTS.

LIVERPOOL, APRIL 17.

The Clan Line steamer Clan Macneil left here this afternoon.

SUEZ, APRIL 17.

The P. and O. Company's steamer Carthage arrived here from Bombay this afternoon.

TRIESTE, APRIL 16.

The Austrian Lloyd's s. s. Imperator from Bombay 1st instant arrived here this afternoon.

COMMERCIAL AND FINANCIAL NEWS.

LONDON, APRIL 17.

The Liverpool Cotton Market closed firm. Surats dull.

Good Bhownuggur 2 23-32.

The Manchester Market has been steady.

2½ per cent. Consols	110 9-16
3 per cent. Rentes	102
3½ per cent. Sterling Loan	115 1-2
3½ per cent. Rupee Papers	66 3-4
Bar Silver	27 7-16

The sum of about £50,000 has been paid into the Bank of England.

THE CITY MORTALITY.

THE Municipal Office returns for the twenty-four hours ending at 6 a.m., yesterday, give the following results:—

Wards.	Plague. Attacks.	Plague. Deaths.	Deaths from all Causes.
A Upper, Middle and Lower Colaba, Fort Southern, Fort Northern and Esplanade	11	0	6
B Mandvi, Chukla, Umarkhadi and Donari	15	3	37
C Market, Bhoiwada, Fanaswadi, Bhuleshwar, Khara Talao and Kumbharwada	20	2	20
D Khotwadi, Girgaum, Ohowpatty, Walkeshwar and Mahalakshmi	10	5	14
E Mazagon, Tarwadi, 2nd Nagpada, Kamathipura, Tardeo, Byculla and 1st Nagpada	29	10	41
F Parel, Sewree and Sion	10	8	22
G Mahim and Worlee	9	4	16
Water Division	0	0	0
Non-Residenl and Unknown	0	0	0
Hospitals	0	35	48
Total	104	67	207
Total plague deaths to date	44,436	38,315	
Same date last year	61	78	179

BANDORA.

There were two attacks and two deaths from plague reported within the limits of the Bandora Municipality, on Tuesday.

PRESIDENCY PLAGUE MORTALITY.

THE cases of plague and deaths therefrom reported to Government during the week ending 14th April were as follows:—

Cities.	Cases.	Deaths
Bombay	754	601
Karachi	428	275
Poona	83	63
Districts.		
Khandeish	47	27
Kaira	55	39
Broach	36	29
Hyderabad	3	2
Surat	15	11
Thana	214	183
Nasik	39	33
Kanara	...	1
Poona	8	6
Ahmednagar	3	4
Satara	53	51
Kolaba	76	57
Sholapur	3	4
Ahmednagar	6	4
Belgaum	40	28
Karachi	8	4
Dharwar	45	13
Ratnagiri	25	16
Bijapur	22	25
Political Agencies.		
Baroda	80	65
Kathiawar	4	2
Kolhapur	29	20
Cutch	297	210
Rewa Kantha	1	1
Palanpur	1	2
Savantvadi	1	1
Aundh	6	2
Total	2,390	1,787
Week ending April, 7th	2,813	2,146
Total to date	250,142	198,136

The week's returns show a decrease of 423 attacks and 359 deaths. Shikarpur, Upper Sind frontier and Thar and Parkar districts and the States of Mahi Kantha, Dharampur, Sachin, Janjira, Akalkot, Bhor and Savanur were free.

FINANCE AND COMMERCE.

ARGENTINE AFFAIRS.

AMERICAN IRON AND STEEL MARKETS.

LONDON, MARCH 26.

THE River Plate mail has brought advices from Buenos Ayres up to February 27. The principal event of the week reviewed had been the return of the President, General Roca, from his trip through the Southern Territories of the Republic. We are told that the immediate arrest of the upward movement in the gold premium was due to the confidence felt in General Roca's personal superintendence of the affairs of the Republic; but it may be pointed out that, according to last week's telegrams, notwithstanding General Roca's resumption of the reins of government, the premium has again developed an upward tendency, as it was last week quoted higher than at any time since February 20. President Roca immediately on his return summoned a meeting of his Cabinet and announced a programme for the development of the south. A line of steamers to the port of Santa Cruz, and even to Tierra del Fuego, is to be immediately established, apparently with the aid of a Government subvention. For years past, it is stated, the Welsh colonists of the Territotories in question have demanded the establishment of regular steamship communication with Buenos Ayres as essential, and it is now contended that, with the promised facilities for the marketing of produce, a strong current of immigrants will be attracted thither. It is announced that the Argentine Minister of Agriculture is to open negotiations with steamship companies for the establishment of the eproposed service immediately, the Government to offer, amongst other conditions, the transfer of the transports hitherto employed on the southern route to the Company undertaking the service. It is admitted that there is at present little business to tempt the shipowner, and therefore we may assume that the Government subvention will probably have to be proportionally heavy. But the usual sanguine expectations, of a rapid growth of business are expressed; and, certainly, whatever may have been the actual results to British investors, there can be no disputing the fact that agricultural industry in the northern provinces of the Republic has been developed with extraordinary rapidity in recent years. That the President relies largely on agriculture for the future of the whole of the extensive region south of Buenos Ayres, which appears to have become so suddenly interesting mainly in consequence of the boundary dispute with Chili and the aspirations of that Republic for extension on the eastern side of the Andes, may be inferred from the fact that a prominent item in his programme is the opening of a school of agriculture in the Chubut Territory. The Ministry of Public Works has been authorised to take steps immediately for the construction of a telegraph line from Buenos Ayres to the Straits of Magellan and beyond; indeed, when the mail left the surveys and plans were already under consideration and the necessary materials were being purchased. Of course such a programme for "wakening up" the South would have little chance of speedy realisation without finance, and therefore branches of the National Bank are to be opened in Chubut and at Rio Gallegos, places which, though "important settlements," have hitherto been destitute of credit institutions.

A noteworthy feature in connection with President Roca's extremely rapid tour and with what is described as the "Cæsar-like celerity" with which he has given shape to his schemes for the improvement and consolidation of the Southern Territories—which have hitherto been so isolated that even the settlers there have seemed to be in doubt as to whether they formed part of Argentina at all—was the meeting of President Roca with President Errazuriz, the head of the Chilian Republic, which took place at Punta, Arenas, in the Straits of Magellan. The meeting appears to have been of the most cordial character, and in welcoming his guest the Chilian President said: "This act of international courtesy is the consecration of the very friendly sentiments that have gone so far toward maintaining peace between Chili and Argentina during ninety years, and which have so materially aided us in overcoming our recent difficulties. It is also but the expression of our sincere wishes to say that we desire the sentiment to continue for all time." The further negotiations respecting the Puna de Atacama element of the boundary question have been carried on in Buenos Ayres by a Commission representing the Chilian Government. Meanwhile, the creditors of Argentina will watch with great interest the progress of President Roca's somewhat ambitious plans for the consolidation of the vast regions which, so long as they remain unsettled, must constantly offer a temptation to Chili to overflow from its narrow strip of territory between the Andes and the sea. It is quite certain that abundant issues of inconvertible paper dollars have been powerfully instrumental in promoting the rapid agricultural and pastoral development of the northern provinces of the Republic, since specie payment was suspended; and some doubt may be expressed whether a declining gold premium, a contracting paper currency, and falling prices in terms of Argentine currency will be found favourable to an equally rapid development of the southern regions. General Roca's programme may offer a temptation to resort to further issues of paper which have been hinted at in certain quarters—where the wish may very well have been father to the thought,—though the insinuations have been promptly met by the assertion that if there is one thing which may be expected from General Roca's administration more than another, it is a sound monetary policy. It is now hinted that the scheme for a foreign loan on the security of the spirit tax has been relied on to provide the funds for opening up the Far South. A brisk export trade might materially strengthen the gold position of the Republic, and the exceptionally abundant harvests of wheat, maize, and linseed are looked to as promising to maintain the foreign trade balance well in favour of the Republic. It appears, however, that at the date of the advices business had slackened considerably, and that farmers were not shipping their grain freely at the reduced prices. Under these circumstances the renewed rise in the gold premium is a rather suspicious circumstance. The expenditure of the Argentine Government on armaments and mobilisations has been very heavy and wasteful in recent years, and an assured agreement with Chili should at least permit of very material retrenchment in that direction. In this connection the telegram announcing that the joint Chilian and Argentine Commission in Buenos Ayres has given its award on the Puna de Atacama question, based on what appears to be a compromise, part of the Argentine and part of the Chilian boundary lines having been recognised, is encouraging.

Reports of the past season's trade in textile goods contributed by a large number of retail distributors in all parts of the United Kingdom to the "Warehouseman and Draper," with very rare exceptions concur in stating that the sale of many kinds of winter clothing had been much reduced by the mildness of the greater part of the season. This feature is especially conspicuous in the reports from Ireland. Of indoor dress goods and underclothing, however, the distribution appears to have been on the whole large, and even of the more neglected winter articles it is frequently said that the stocks left over are not so heavy as might have been expected, owing to cautious buying and the efforts of drapers to clear off their holdings. Occasionally there is evidence of very considerable stocks, including even much winter hosiery and "underwear." Several correspondents complain of the practice, which seems to be increasing, of beginning the "clearance sales" too early, often in November and December, drapers trying to get a little before their neighbour in advertising their business and getting rid of accumulations. The consequence is that customers postpone their regular purchases in the confident expectation of opportunities for picking up bargains. Apart from unseasonable weather the general condition of the home trade has been satisfactory. The manufacturing and mining population has been well employed for the most part, and the distribution of wages has been large. Even in the agricultural portions of the country the very good harvest of last year has much increased the buying power. One sign of this improved condition is the extensive sale of Christmas fancy articles. The chief instances of a less favourable kind are in the woollen and worsted manufacturing districts of Yorkshire and the South of Scotland and the coal-mining country of South Wales, where much money has been lost as a consequence of the recent strike. It must be noticed, too, that occasionally depressing traces of the great stoppage of 1897-8 in the engineering industry are still found. Thus a Gateshead correspondent says that much money is still being absorbed in the payment of debts and in extra levies to make good the gap in the labour unions' funds. On the other hand the mildness of the winter, although it has injured seriously the sale of certain kinds of cold-weather goods, has encouraged the employment of outdoor labourers, especially in the building trades, which have been very active throughout nearly the whole country. These classes have consequently been good customers during the season. In the Cornwall mining districts the recent great rise in the price of tin has given a stimulus. Even the tin-plate works of South Wales and the workpeople engaged in them are reported to have been during the part winter in "a more flourishing condition than for a couple of years past." From the Lancshire cotton manufacturing towns the accounts are almost uniformly encouraging. Many of the reports give a cheerful forecast of the spring trade, the brighter outlook being founded largely on the generally good position of the masses, their full employment, the improving state of trade where it has been indifferent during the winter—as in West Yorkshire—and the gradual disappearance of the consequences of the stoppage in the engineering industry.

In an article on "The Evolution of the Modern Trust" the "Iron and Coal Trades Review" states on information which must be regarded as authentic, that there are numerous working agreements to control prices in the iron and steel trades of this country which do effectively accomplish their purpose without amalgamation of capital or of management. Such arrangements exist amongst makers of bars, steel rails, ship plates, boiler plates, and some other articles of large consumption. The control is not so complete as it is when the more thorough form of combination is resorted to, but it does greatly limit the "cutting" of prices. It is observed that a very large proportion of the numerous trusts recently arranged in the United States have been formed under the laws of the State of New Jersey, which are especially indulgent in their treatment of industrial and trading corporations. The State exercises no sort of supervision over them after they are registered, the only requirement being that the amount of the paid-up capital should be recorded, and a return made once a year of the name of the officers and directors. The conditions under which many of these trusts have been recently formed call for serious caution on the part of intending investors. A remarkable change has taken place within the last few months in the relative positions of the iron and steel industries in the United States and Great Britain. Less than half a year ago it seemed not unlikely that we should be "inundated" with iron and steel from America. To-day there is a possible chance of our not being able to effectively supplement our own insufficient supplies, either from the United States or from other foreign sources. Both there and in Germany the home requirements are so large that there is not likely to be any surplus for export. If our own industry is thus in danger of running short of material at reasonable prices, the prospect is really serious. Within the last two or three weeks the long anticipated "boom" has taken place in the American iron trade, and prices have gone up by leaps and bounds. Moreover, it is generally expected that as the summer approaches the movement will make further progress. The effect may be a corresponding further rise in this country, for the level of prices in the States is now generally the same as our own, and in some cases it is even higher.

The recent sensational advances of prices in the American iron and steel markets are commented on in the latest issue of the New York "Commercial and Financial Chronicle" (March 18) received on this side of the Atlantic. It is pointed out that the movement is not only important in regard to its possible influence in extinguishing the infant export trade in American iron and steel but also because of the effect the increased cost of iron and steel may have in checking various enterprises in the United States. It is already authoritatively stated that undertakings are being delayed or postponed in the United States because the prices of the iron and steel required are, for the time being considered to be too high. It is admitted that, so far, such cases have been exceptional, but it is obvious that, in proportion to the want of confidence in the permanence of the advances, new orders are likely to be discouraged. During the week reviewed the advances had ranged from half a dollar to upwards of two dollars per ton in both raw and finished iron and steel. The extreme advance of dols. 2 per ton, we are told, occurred in Bessemer pig at Pittsburg, which was quoted at dols. 15.65, against dols, 13.50 in the previous week, dols. 11.50 a month earlier, and dols. 10.35 at the corresponding date last year. Steel billets had risen to dols. 25.50 at Pittsburg from dols. 23.50 in the previous week and dols. 18 a month earlier, while in March 1898, the price was, dols. 15.25. Steel rails, too were quoted higher, the price being dols. 26 at the mills, whereas in the previous week the price of rails had been below that of billets. There was a tendency to scare amongst consumers. Certainly the advances in the prices of iron and steel this year, as well as in those of other metals, are remarkable, and may well suggest that the protracted period of a general decline of prices has been terminated, and that influences are now in operation which are reversing the general movement, notwithstanding the great increase in productive resources which in certain quarters has been regarded as the sole cause of the fall.

The aggregate value of the 325 representative stock exchange securities selected by the "Bankers' Magazine" for monthly comparison is given by that authority as £3,288,686,000 at the prices on March 20, showing an increase of £2,502,000 against the aggregate at the prices on February 20. The relative slightness of this gain is really due to the fact that, after the excessive activity and buoyancy of the first two months of the year, a partial reaction has been experienced. The approach of the Easter holidays has also tended to check a renewal of operations for the present. The movements in prices have been irregular. Investment stocks were slightly affected by prospects of dearer money, but much of the decrease shown in the funds and in the prior-charge stocks of English railways is due to the deduction of quarterly and half-yearly interest. English railway stocks, though not active, have improved during the month, the steady maintenance of good traffic returns favouring small investment. The improvment in railways in British possessions is mainly due to a further appreciation in Grand Trunks. The enormous amount of stock sent to the United States, with firmer money rates there has checked speculation in Wall-street and induced profit-taking during the month. Considering the extent of the previous advance, however, the setback is immaterial. Foreign railways have been a firm market, the feature being a steady improvement in Argentine descriptions. There has been a renewed demand for English bank shares, which show a small improvement. Insurance stocks, on the other hand, are a trifle easier. South African mining shares have really been about the most active market, and although there has been a set-back from the highest points, prices still show a material gain. A sharp advance in the stocks of coal, iron, and steel companies, initiated by a jump in Vickers, Sons, and Maxim, has been witnessed.

YACHT CLUB RACES.

THIS AFTERNOON'S PROGRAMME.

LIST of entries for the Yacht's (including Tomtit's) Handicap race for Mr W T Morison's Cup to be sailed this afternoon at 4 o'clock:—

Boat's name.	Entered by
Turquoise	Mr E S Luard
Stella	Col H W Boyd, I M S
Chita	Mr E Coomber
Melody	Mr J B K Macbeth
Isca	Mr James P Chrystal
Manilkin	Officers, R A
Tomtit	Mr R H H Hopkins
Coralie	Mr C H Byrne
Teal	Mr W Murray
Midget	Officers, R A

Course will be fixed by the Honorary Secretary an hour before the start.

THE Madrid correspondent of the "Times" says:—There has been of late a renewal of the rumours relating to Carlist movements on the frontier, but little credit is given to any of these, and some have been disproved. The Duke of Madrid, writing to a prominent Carlist in this city, leaves it to his adherents to use their own judgment as to whether they should present themselves as candidates at the coming parliamentary elections or continue their policy of abstention.

THE COLLISION ON THE B. B. & C. I. RAILWAY.

MR. ALLAN F. TURNER, the Coroner, resumed the inquiry, this afternoon, at the new offices of the B. B. & C. I. Railway Company, Church Gate, regarding the circumstances under which three persons, viz., Babaji Baji, aged forty years, Doorgabai, a girl, and her brother, Arjoon Balla, aged ten and eight years, respectively, met with their deaths while travelling by an up-local train on the morning of the 10th instant, between Marine Lines and Churney Road stations. Mr. P. Byrne, of Messrs. Roughton and Byrne, solicitors, appeared for Mr. J. Dolben, the driver of the light engine which collided with the up-local train. Mr. Clabby, Superintendent of the Railway Police, and Mr. Manockshaw D. Doctor, Chief Inspector, attended the inquiry, and watched the proceedings on behalf of the Railway Company. Mr. De Sa, Traffic Inspector, was also present.

Mr. Bapooji Adarji, a guard in the service of the B. B. and C. I. Railway Company, examined by Mr. Manockshaw, deposed:—On the 10th instant I was in charge of No. 7½ up-local passenger train. The train started from Bandora at 6-20 a. m. for Colaba and arrived at Churney Road station at 6-51. After waiting at Churney Road station about half a minute, we started for Marine Lines station. No. 1 signal was at danger, when we started, so the speed was checked as we approached No. 1 signal. The driver had whistled as usual before starting. By the time we arrived at No. 1, the signal was lowered and the train proceeded at the usual speed as far as No. 2 where it was stopped because the signal was against us. When we had stopped, I heard a rumbling noise as if a train or an engine was coming but, I did not know whether it was on the up or down line. I was then standing on the foot-board of the brake-van on the Queen's Road side. My brake-van was in the rear of the train. I looked along the down line to see what was coming, but as I saw nothing, I turned round and looked along the up-line and I saw a light engine coming. It had just passed the overbridge near No. 1 signal. My engine was outside No. 2 signal—not very far from it. The light engine was about 150 yards from the rear of my train, whence I just saw it. I took up a red flag on seeing it and showed it on the sea side of my brake. The engine did not stop and in a few seconds, it collided with my brake-van. I jumped out before it collided. I fell on the ballast. On getting up, I looked at No. 1 signal. It was at danger. I had not looked at it after the train had stopped near No. 2 signal and before the collision. I did not see the signal between the time when it was lowered for my train and the time when I saw it after jumping out of my brak-van. This man Mr. Dolben was the driver of the light engine. I jumped out on the sea-side of my van and then walked round the light engine to the Queen's Road side of the van. I then saw the two deceased children taken out of the train and also the other deceased. I saw the two drivers standing together on the Queen's Road side. I heard no conversation between them. I heard a conversation between Dolben and his second fireman. Dolben was standing on the ballast and the fireman was on the engine. Dolben asked the fireman whether the signal was lowered or not. The fireman did not reply. I am not certain whether the fireman heard Dolben.

Cross-examined by Mr. Byrne: I belong to the Traffic Department of the Railway and the signal-men belong to the same department. I know this book, exhibit A (General Rules for Open Lines in British India administered by the Government), and have a copy of it. (Rule 180 was read to the witness.) I am aware of this rule. My train was under the protection of both No. 1 and No. 2 signals, so I was not necessary for me under this rule to go back and protect my train by showing a hand signal. My train was being worked on the "absolute block system" and under rule 184, rule 180 did not apply as our stoppage was an incidental one. There was a train on the up-line at Marine Lines station, where we stopped near No. 2 signal.

How long have you been in the service of the B. B. and C. I. Railway Company?—For the last four months.

Had you served anywhere before that?—I had served about two months—May and June, last year. That was the first time I had been a guard and it was my first railway experience. I am twenty-one years of age. When I saw the light engine coming up behind me, I got alarmed.

You say that the light engine was about 150 yards away from the rear of your train—would it not be only fifty yards?—No.

How could you estimate the actual distance?—Because I saw it.

What is the length of the room in which we are sitting?—About forty yards. (Laughter).

Witness continued: I waved my flag from the foot-board before I jumped. The collision took place about half a minute after my train had stopped. I jumped down on the right hand side—the sea side—on to the ballast and I hurt my right arm. I fell on it. I was sprained. I showed it to Dr. Barjorji, the Railway doctor, and he advised me to go to a bone-setter and I went to one. The arm gave me very great pain at the time. Immediately on getting up, after I fell, I sent my brakesman to Churney Road station to report the matter. I did not think about my arm. My first thought was to send my brakesman to Churney Road station. My next thought was to remove the dead bodies and to send the injured to hospital. Babaji Baji's dead body was lying on the sea side of the train and I saw it at once. He was not on the ballast but was jammed between the wood work of the carriages. I saw No. 1 signal when I was rising after my fall. My face was towards that signal.

I think your observation of the dead and the dying took up some minutes?—No, it did not take much time.

Witness continued: I saw that the signal was at danger. Immediately afterwards I told my brakesman to go to the Churney Road station to report the matter. I did not tell the brakesman that the signal was at danger. I did not tell him to report that matter to the station master at the Churney Road station. I did not tell any one about the signal being at danger. The first time I mentioned it was at the departmental joint inquiry.

Had you any conversation with the signalman at the Churney Road station before the departmental joint inquiry?—No. Although my driver has stated in his evidence that he saw No. 1 signal lowered after the collision I adhere to my statement that No. 1 signal was at danger when I saw it after rising from my fall.

What made you to look at the signal?—I looked at it for two reasons—one was to see whether the driver had run against the signal and the other was in consequence of Dolben asking his fireman whether the signal was on. It was before I went round to the Queen's Road side and saw the two children taken out, that I saw Dolben and my driver talking. About ten minutes after I had sent my brakesman to Churney Road station, the station master and hamals came.

Mr. Manockshaw: The stoppage of your train near No. 2 signal was incidental and not an actual breakdown?—It was incidental and therefore under rule 184 it was not necessary for me to protect my train as laid down in rule 180. When my train was stopped near No. 2 signal, there was a train in the Marine Lines station on the up-line. That was in the section protected by No. 2. My train was in the section protected by No. 1 signal.

What do you mean by a yard?—Three feet make one yard. I made a mistake in saying this room is forty yards long. I say it is about twenty-five feet long.

To the Jury: I had my flag with me in the brake-van. I waved my red flag from the foot-board. No. 1 signal is a semaphore signal. I could see No. 1 signal clearly when we started from the Churney Road station by leaving out on the Queen's Road side of my brake-van. Nos. 2 and 3 are also semaphore signals. The light engine was coming at great speed. I don't think the driver of the engine saw my red flag. I am a temporary guard and am employed for the busy season only. When I was employed as a guard in May and June last year, I was put on local trains only, running between Virar and Colaba. I was a probationer for the first five days. I reported the collision to the Churney Road station master, because that station was nearer to me than Marine Lines station. Dolben was not alarmed or nervous, when I first saw him after the accident. He was sober. I have never been a guard with Dolben as the driver of the train. He is a main-line driver, and I am a local train guard. I did not ask Dolben anything. I had no conversation with him. The last carriage of my train was a third class carriage consisting of five compartments, one of which the last one was my brake compartment, and the other four were for passengers. I don't know in which carriage the two children were. Babaji Baji was in the last carriage but one.

Mr. Byrne: The light engine was coming at the rate of four or five miles an hour?—No, it was coming at the rate of more than fifteen miles an hour.

The further enquiry was adjourned to to-morrow (Thursday), at 2-30 p.m., at the new offices of the Railway Company.

THE Queen-Regent has signed a decree authorising the necessary credit for the payment of the coupons on the Cuban Debt due on April 1.

M. GABRIEL MONROD, member of the Institut, recently published a letter from Dr. Gilbert, stating that in the course of a conversation between himself (Dr. Gilbert) and the late President Faure, the latter said he was aware that a secret document which was not communicated to the accused had determined the condemnation of Dreyfus. M. Le Gall, former Director of the Cabinet of M. Felix Faure, now declares that the late President of the Republic at one time protested against these insinuations, which caused him to feel great indignation. M. Le Gall adds that among the papers of M. Felix Faure he found an article from the journal "Le Cri de Paris" making this allegation, and bearing on the margin, in M. Faure's handwriting, the words "This is a lie."

JIGGERS, CHIGGERS OR BURROWING FLEAS.

BOMBAY'S NEW PEST.

REGARDING measures to be taken to prevent the importation into India from British East Africa of the disease called Chigger, the following correspondence has been published by Government:—

Bombay Castle, 17th January 1899.
General Department, No. 213.

Letter from the Surgeon-General with the Government of Bombay, No. 199, dated the 11th January 1899:—

"I have the honour to forward herewith, for the information of Government, together with the attached correspondence, a report from Captain P. P. Kilkelly, M.B., I. M. S., lately officiating in medical charge 4th Bombay Infantry when that Corps was serving in British East Africa, on the prevalence of the Chigger, Chigoe or Jigger (Pulex Penetrans) in Mombassa and the adjacent mainland,

"2. Captain Kilkelly correctly describes the effects produced by this parasite, which are such as to cause a very painful illness with temporary disablement ending sometimes in the loss of the affected part. He also gives his opinion that the parasite, which is said to have been unknown in Mombassa up to March 1898, has been carried thither accross Africa from the West Coast of that Continent within very recent times."

3. The report states that, when the Regiment returned from inland on the 25th November 1898, Chigger had firmly established itself at Mombassa. The Regiment left that island on December 3rd in the s.s. Canara, and on December 17th, during the voyage between Aden and Bombay, 23 fresh cases of fully developed Chigger were found amongst the men and followers on making a minute inspection. Also, out of 30 coolies returning in the ship, many were found to be affected by the parasite. Development of the contents of the egg-sac of the female insect which causes the disease, may, therefore, as Captain Kilkelly observes, be completed within a period of between 14 and 24 days after penetrating the skin.

"4. There is no reason to doubt the probability that this insect will establish itself in India, and I need not emphasize the great necessity of taking all possible steps to prevent its importation and, if it should obtain a foot-hold, to limit its spread.

"5. The measures which I recommend are the following:—

(a) The periodical inspection and careful treatment of all Indian coolies employed by Government in British East Africa, or in other parts of the Continent having direct communication with Indian Ports. Special attention should be paid to time-expired men for a month before their return to India.

(b) Medical inspection of all persons leaving East African Ports for India, and prohibition of the embarkation for India of those found on medical inspection to be suffering from Chigger.

(c) The medical examination on boardship of passengers for India eight days after leaving the African Port, and afterwards at intervals of three days, with the object of detecting cases infected shortly before embarkation and which may have developed on the voyage.

(d) Careful medical inspection, at the port of disembarkation in India, of arrivals from Africa, and the detention, for treatment, of all cases of Chigger in which the parasite had not already been extracted or destroyed.

"6. I propose to issue instructions to Medical officers and subordinates, drawing attention to the possibility of the occurrence of cases of Chigger in this Presidency, and making suggestions for their management; but before doing so, I should be glad if Government could furnish me with information as to the races and castes of the majority of the coolies who have left for East Africa, and the districts from which they have mainly gone."

Resolution.—Government approve of the proposal made by the Surgeon-General in paragraph 6 of his letter, and the Protector of Emigrants Bombay, should be requested, in consultation, if necessary, with the Protector of Emigrants, Karachi, to supply him as early as possible with the information required by him.

2. Copies of the letter from the Surgeon-General and of its accompaniments should be forwarded to the Commissioner in Sind and the Commissioner of Customs, with a request that they will report as early as possible what immediate steps can be taken to prevent the importation of Chigger into India and what powers, if any, are required to enable them to deal with the disease.

R. B. STEWART,
Acting Secretary to Government.

Accompaniments to Government Resolution No. 213 dated the 17th January 1899.

REPORT ON THE PREVALENCE OF CHIGGERS IN MOMBASSA, EAST AFRICA.

When the 4th Bombay Rifles landed in Mombassa, cases of Chiggers had not been noted in the island.

During the month of March and April the first cases appeared and two men in the Regiment were infected. At this time however the insect was very prevalent at Voi and Ndi stations, about 100 miles inland on the Uganda Railway, and the railway coolies at these places were to a large extent infected.

On the return of the Regiment from Kismayu in November, it was found that Chiggers had firmly established themselves at Mombassa; they were especially numerous at Kilindini, which is the terminus of the Uganda Railway.

The Regiment arrived in Mombassa on 25th November and embarked on the B. I. S. S. Canara on the 3rd December.

Chiggers are unknown in Kismayu and Juba land. The men who returned from that district were therefore exposed to infection from Chiggers for a period of eight days only.

On the 17th December, during the voyage from Aden to Bombay, a minute inspection was made of all men and followers on board and 26 fresh cases of fully developed Chiggers were detected.

It will thus be seen that the period required for the development of the insect is limited to between 14 to 24 days.

About 36 coolies from the Uganda Railway were travelling on board under the care of the Medical officer of the ship. They had been invalided to India.

I had an opportunity of examining some of these men and detected many cases of Chiggers.

The attention of the Medical officer of the ship was drawn to the importance of inspecting the coolies and treating all cases before the ship reached Bombay.

The Chigger is a true flea (Pulex Penetrans). It commonly attacks the feet, being usually found under or near the toe nails; it may occur in other situations, back, chest, but such cases are not common.

The female burrows under the skin and gradually enlarges to about the size of a pea. In the earlier stages detection is almost impossible, as the patient himself is unaware of the presence of the insect and on inspection the very minute black spot, which marks its presence, may easily be overlooked. Later on as the enlargement, which is due to development of numerous eggs, increases, the patient is aware of slight itching or pain, and on examination a small circle of the cuticle is seen to be discoloured and appears as if a drop of pus had collected, but the centre of the circle is marked by a minute black spot. If the cuticle be removed, the white shining wall of the sac is seen.

When fully developed, the sac ruptures and the egg escape and then develop into the mture flea but I am not aware that the exact manner of growth during this portion of its life history has been fully worked out.

The sac can be completely enucleated. The natives in East Africa are particularly skilful in removing it in its entirety. They use a stiff thorn.

The operation is however a

part engaged for from two to three years and the return of the first drafts of the time-expired men commenced this year.

DANGER OF CHIGGERS BEING BROUGHT TO INDIA.

Chiggers are of frequent occurrence among these men and the danger of the disease being brought to India is therefore very great.

No examination is made before the coolies leave Mombasa, and it appears probable that if untreated cases be allowed to land in India, the eggs on being expelled will find themselves under conditions not very dissimilar to those in Africa and will rapidly develop and multiply.

I would therefore urge the importance of an adequate medical examination being insisted on at Mombassa.

No man actually suffering from Chiggers should be allowed to proceed on boardship.

A further examination made at least eight days after leaving Mombassa by the Medical officer of the ship, would detect such cases as may have been infected within a few days of the date of the ship's departure from Mombassa.

The Medical officer of this ship has sent me the accompanying letter.

Letter from Dr. J. L. S. Sherlock, Surgeon in charge s.s. Canara, to the Senior Medical Officer in charge Troops, s.s. Canara.

I beg to acknowledge receipt of memorandum No 95 and in reply to state that since being the Medical officer in charge of B. I, S. N. Company's s.s. Canara, it has been my invariable custom to make a most thorough examination of all coolies, &c., those returning from the employ of the Uganda Railway to India, before landing at Bombay. A most systematic search has been made for the Pulex Penetrans and when found energatically treated.

Letter from Captain Kilkelly, I. M. S., to the Surgeon-General with the Government of Bombay.

I have the honur to forward for the information of the Surgeon-General with the Government of Bombay copy of report on the prevalence of Chiggers in Mombassa, East Africa.

Memorandum from the Principal Medical officer, Bombay and Aden Districts, No. 6347, dated the 22nd December 1898.

Forwarded for transmission to the Surgeon-General with the Government of Bombay.

The matter seems to be one of Imperial importance and for early consideration by the Government of India.

Memorandum from the Principal Medical Officer, Bombay Command, No. 23—3651, dated the 23rd December 1898.

Forwarded to the Surgeon General with the Government of Bombay, I trust will urge on the notice of the Government of Bombay, the importance of taking prompt steps in this matter. An inspection before the coolies embark and 8 days after embarkation, as suggested by Captain Kilkelly, is desirable.

MEASURES TO BE TAKEN TO PREVENT IMPORTATION.

General Department, No. 756.

Bombay Castle, 17th Feb. 1899.

Letter from the Government of India, Home Department (Medical), No. 196, dated the 9th February 1899 :—

I am directed to state that the attention of the Government of India has been drawn to the spread of the insect known as the 'Chigo' or 'Jigger' over Africa and to the possibility that the pest may invade India. I am to forward, for the information of the Governor in Council, a memorandum about the insect prepared by Mr. E. C. Cotes, Fellow of the Entomological Society of London.

"2. The Government of India think that it would be advisable that the matter should be brought to the notice of Port Health Officers in order that they may be on the look-out and may make enquiries from ship masters and doctors in the case of vessels coming from countries which are infested by the insect. I am also to suggest that the following precautions should be adopted, as far as the Government of Bombay may consider practicable, in respect of any ship in which the existence of the jigger may be brought to light. Every one on board to be carefully examined before being allowed to land, and any person suffering from the pest to be detained until cured. The ship to be washed down with kerosine oil, and the ballast, if the ship is in ballast to be discharged into the sea."

This insect, *Sarcopsylla penetrans*, Linn., belongs to a group of degraded wingless Dipters, known by entomologists as Aphaniptera, Siphonaptera or Fuliocidae. It is closely related to the common flea, from which, however, it differs in habits. Its nearest relation in Asia is *Sarcopsylla gallinacea*, Westwood, which was described by Professor Westwood (*Entomologists' Monthly Magazine*, Volume XI, 1874-75, p. 246) from specimens found fastened to the eyelids and on the neck of domestic fowls at Colombo. The same species has since been identified on competent authority in specimens from Turkestan and from the United States of America (Gainesville Fla.)—*vide* A. S. Packhard in U. S. Dept. Entomology Bulletin, Volume VII, 1894-95, p. 23. It is probable, therefore that *Sarcopsylla gallinacea* occurs all over the world. Its relative *Sarcopsylla penetrans*, on the other hand, appers to have been confined to South America and the West Indies up to the middle of the *nineteenth* century, when it is alleged to have been introduced on to the West Coast of Africa in sand ballast landed at Ambriz by a ship from Brazil. A good deal has been written about the jigger, the following being references to the more recent publications in which it is discussed. Packard, Proc. Ent. Soc.. Washington, Volume III. Julien, *La Chique sur la Cote occidentale d' Afrique*, Bull. Soc, Zool. Fr. XIV, pp. 93—95 (containing notes on its habits).

Blanchard, Bull. Soc. Zool. Fr. 1889 pp. 95—99.

Raspail, "Note rectificative sur l'histoire de la Chique Bull, Soc. Zool Fr. XIV, pp. 366—369.

Gronet, Let. Nat. VII, pp. 6 and 13 (being a contribution to the Natural History of).

Packard, Guide to the study of Insects (New York, 1880, p. 390) quoted below.

Comstock, Manual for the study of Insects. Ithaca New York, 1895, p. 493 (quoted below).

Johnston, British Central Africa, London, 1897, p. 368 (quoted below).

Decle, Three years in Savage Africa, London, 1898, pp. 374 and 567 (quoted below.)

Linnæus (Syst. Nat, 13th Edit., Inv. tom I. Pt. V, p. 2023) describes the jigger, which he calls "*Pulex penetrans*" as being "rostro corporis longitudine," whereas the flea (his *Pulex irritans*) is "rostro corpore breviore." Of the jigger he says: "Habitat in America, pedes hominum intrans, ova deponens, ulcera maligna saepe mortem causans, cauto extrahendus, fusco rupescens. abdomine subtus feminae ovis innumeris gravidae orbiculato, ad magnitudinis centuplam totius corporis intumescente."

Writing in the year 1781, Fabricius (Species Insectorum, Par. II, p. 383) refers to the previous descriptions of *Pulex penetrans* by Linnæus and others as follows :—

"B. Proboscide corporis longitudine Syst. Ent, 733 2. Linn. Syst. Nat. 2. 1021. 2, pulex cutem penetrans, Catesb, Carol. 3, 10, tab, 10, Fig. 3, Acarus fuscus subcute nidulans, proboscide acutiori. Brown. I am 418." He adds, almost in the words used by Linnæus: "Habitat in America, pedes hominum intrans, ova deponens, cacoethem, saepe mortem causans, caute extrahendus. Abdomen feminae ovis innumeris gravidum, orbiculatum, uti in termite fatali ad magnitudinem centuplam totius corporis intumsecit."

A. Gravid female na ural size.
B. Active stage much enlarged.

[Here follow copious extracts from various works on the subject which we will publish hereafter.]

It is to the above mentioned passages in Mr. Decle's book that reference is made in an article headed *A real danger to India*, which appears in the Allahabad *Pioneer*, dated 30th December 1898.

It will be seen from the above that the jigger can be a very serious pest when it first invades a country, though once the people get used to it, it becomes rather a nuisance than a grave infliction. This is borne out not only by the experiences in British Central Africa described by Sir H. Johnston, but by what is said about the insect by those who have been in South America, where it is a constant source of possible annoyance to any one who incautiously goes about without shoes and who fails to take the precaution, which every one in Demerara is said to get used to, of examining his feet afterwards.

For those Who wear shoes, however, and examine their feet often, the evil apparently becomes comparable to that caused by the mosquito in connection with which it would not be difficult to rake up harrowing tales of people who have got blood poisoning and even died from being bitten!

At the same time, the jigger evil is certainly one that is worth taking trouble to avoid importing into India.

In this connection it may not be out of place to observe that there has been for many years a large coolie and rice traffic between Calcutta and both South America and the West Indies, without the insect's succeeding in establishing itself on this side. It does not, of course, follow that it has never been brought to India, for it is a common remark amongst entomologists that what may amount to a serious pest in one place and time may in another locality or at another time find conditions so inimical that, though present, it may fail to multiply sufficiently to become noticeable. Two other points will also be observed in connection with the jigger: one is that damp coasts like those of Bombay and Calcutta are said to be unfavourable to its development; the other is that although in slave dealing times there must have been considerable traffic be ween the West Coast of Africa and the West Indies, where the jigger exists, it is believed to have been in ballast, and not on the persons of coolies that the pest was eventually imported. This is easily explained by the life history of the insect, which passes one stage of its existence in a free state on the ground. The inference is obvious in regard to preventive measures, which would, of course, have to be used against South America and the West Indies as well as against Africa. In this connection it may be observed that what is known about the susceptibility of allied insects to the effect of different insecticides points strongly, it might be said conclusively, to the supposition that kerosine oil used broadcast would be the most effectual disinfectant on boardship against the jigger.

Further suggestions of utility might possibly be obtained through the Governments of such Colonies as Demerara and Jamaica; an important point to ascertain being the length of time the larval form is capable of living in a free state in ballast or dust on board ship. It would, of course, be to some extent upon this that would depend the length of time an infected vessel required to be quarantined, though supposing the observation recorded by Dr. Packard to be confirmed, viz, that the insect is parasitic upon mice as well as men, it is likely that rats also would be liable to act as hosts, in which case mere quarantining would be insufficient. It may be added that the burning of sulphur on board spip is quite useless against such insects as the jigger, though it is possible that it might have some effect in killing rats that might otherwise convey the infection. Upon the whole, the danger seems so remote, and the difficulty of really effectual preventive measures so great, that all that can be at all confidently recommended is to make masters and ship's doctors responsible for reporting cases of the pest on board; the vessel to be thereafter swabbed down with kerosine oil under the supervision of the Port Health Officer, and restrictions imposed upon the dumping on shore of sand ballast from infected localities.

THE LATE MR. G. W. ROUGHTON.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—Enough has been said and written anent the good qualities of head and heart that distinguished the late Mr. G. W. Roughton as a citizen and public man of note and importance in our midst. But there is one circumstance connected with his popularity that has totally escaped the notice of his friends and admirers—I mean his native friends and admirers—while bemoaning his irreparable loss. Now that the Corporation of Bombay, where Mr. Roughton's usefulness was so clearly felt and appreciated, have at their last meeting paid their due tribute of praise to the memory of the departed worthy, you will allow me, sir, through the medium of your columns, to allude to the circumstance which some six years ago made its impression on the Bombay public and led Mr. Roughton to be recognised as a friend and well wisher of the natives and a fair sympathiser of their legitimate progress and aspirations. It was, sir, in 1893 that Mr. Dadabhai Nowrojee was elected as the first native of India to represent British interests in the House of Commons. That event was such a rare and historical one that when at the latter end of that memorable year Mr. Dadabhai visited India, the Corporation of Bombay, too, had felt it their duty to honour that distinguished citizen of many-sided activities who, in the seventies and eighties, had taken an abiding interest in the civic affairs of Bombay in the only way befitting the occasion, viz., by presenting an address of congratulation on behalf of the whole city. When the talk first came out of the intention of the Corporation to do such a rare honour to Mr. Dadabhai it was considered on all hands to be a signal mark of appreciation well worthy of the Corportion, and worthier still of the man wholly and disinterestedly devoted to India's cause. Yet there were many at the time who were sceptic as to the fate of such a proposal and in the reception at the hands of the European members of that body, first in the absence of any precedent empowering the Corporation to make such a move, and secondly on the ground of the pronounced political views and sentiments of that gentleman with which the Anglo-Indian element, in and out of the Corporation, was never known to be in accord. But the surprise was pleasant indeed when the question formally came before the Corporation, as not only did the proposal meet with the entire approval of the Corporation but the gentleman who accentuated the desirability of presenting an address of congratulation to Mr. Dadabhai, was a true and liberal-minded Englishman in the person of the late Mr. Roughton. He it was who had seconded the proposition in what was at that time felt to be an eloquent and sympathetic speech, and he it was who had considered it his duty as an only Englishman to be present on the occasion of the presentation of that address in the Town Hall. The words that he spoke in support of the proposition still sound in my ears, for I was present at the time they were uttered, and they were such as only a broad-minded Englishman, feeling his responsibility, can only give expression to. "We may not all agree," he said, "with the political views of Mr. Dadabhai. But that fact does not debar us from appreciating his praiseworthy efforts and ultimate success as the first Indian to secure the suffrages of an English constituency and be elected a member of Parliament. The event in itself is such a novel and interesting one as to make all citizens of Bombay proud of Mr. Dadabhai, whom it is our duty to honour as the richest product of Western civilization, education, and influence." The sympathetic tone found ready response in the hearts of all the citizens of Bombay, we from that time began to know and appreciate Mr. Roughton, a man who had the courage of his conviction, and courage too, to speek and act according to the dictates of his conscience. This happened in the early days of his civic career, and the citizens had up to the time of his death found not the slightest reason to change the estimate they had formed of his character. In one sentence that character can be thus described. He was an entity worthy of the race that produced him, for he had kindness of heart and clearness of head, combined with a noble nature, and endowed with firmness, discretion and wit that stood him in good stead in what he spoke and acted, and stirred him to attempts, good, manly, and disinterested. Such men, sir, bind in ties of close relationship the rulers with the ruled. One such man is worth the lots of hundreds of hysteric and harebrained people who talk and write arrant nonsense, simply to gain the plaudits of their interested coteries-fellows, but who know not what harm they do to the substantial interest of the governing race by their mild and mischievous denunciation of the natives and eccentric behaviour. By remaining sympathetic towards the natives the late Mr. Roughton lost nothing in the esteem of his own caste men. His life thus supplies a lesson in this country to those who may be in need of knowing how to act by the Indians and the rulers alike without in the least jeopardising their character and good name, and their allegiance to the Government.—Yours, etc.,

M. K. C.

ROAD SPRINKLING NUISANCES.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—I am sorry to bring the following grievances to due notice, which, I hope, you would give place to in your esteemed paper. Last evening, at about half-past four, I was passing along the Kalkadavie Road, when the Municipal men, who were sprinkling water on the road with a hose, made me quite wet. I was just on the point of taking a bath on the road, but escaped very narrowly. Well, the next thing I did was to call a police sepoy, No. C 1378, who was on duty there. I asked him to give me the name of the man who was sprinkling water, so that I might take steps against him. But the man would not give either his name or number to the policeman. Also the sepoy refused to take the man to the Chowkey, saying that he was a "Municipal man." Can a Municipal man safely barass the people? Besides, these men who sprinkle water seem to take delight in making the people wet. They are not even civil to ladies, and seem to take special delight in spraying them with water, I hope the Executive Engineer will soon inquire in the matter and put a stop to such conduct.—Yours, &c.,

April 17. DHANJISHAW R. KAPADIA.

METEOROLOGICAL OBSERVATIONS.

GOVERNMENT OBSERVATORY, COLABA.

Bombay, 17th April, 1899.

Means of observations taken at 6 a.m., 10 a.m. 2 p.m., 4 p.m. and 10 p.m.

Barometer corrected 32 dex. Fah. ..... inches	29·756
Temperature of the Air ..... degrees	87·1
Wet Bulb Thermometer	79·2
Dew Point	76·4
Relative humidity of Air	·714
Extent of cloudy-sky (the whole sky clouded = 10) ...	7·8
Maximum temperature of air (read at 8 a.m.) next day ..... degrees	93·2
Minimum do. do. (read at 8 a.m.)	83·5
General Directions of wind*	NW, NNW, WNW, W.
Movement of Wind in 24 hours* ..... miles	187

* From midnight to midnight.

N. A. F. MOOS,
Director, Government Observatory.

THE Russian Mission which is proceeding to the Moorish Court has left Tangier for Maragan.

MARRIAGE FESTIVITIES AT JUNAGADH.

BRILLIANT FUNCTIONS.

(FROM OUR CORRESPONDENT.)

JUNAGADH, APRIL 15.

WITH temperature at something like 110° in the shade one would have fought shy of paying a visit to Junagadh at this time of the year, but the high esteem and popularity in which his Highness the Nawab of Junagadh is held has brought thousands of guests to this ancient and historical town to be present at the marriage festivities of Shabzada Sherzuma Khanji, the son and heir-apparent of H. H. Nawab Rasulkhanji, who is recognised to be a most enlightened, high-minded and liberal ruler in Kattyawar. The festivities commenced on the 5th instant, and have been continued uninterruptedly, giving the utmost delight and satisfaction to the population and guests, who have come from distances of hundreds of miles by road, rail, and sea. Those villagers who could not afford to come by rail or boat or by carriage walked hundreds of miles with a view to see the grand "tamasha." The guest camps are filled, and every available house in Junagadh is occupied. Several late arrivals experienced some difficulty in finding suitable accommodation, but the resources of Junagadh were found equal to the occasion. One characteristic which at once attracts attention is that the streets swarm with beggars, and these poor people were not neglected. They receive the first attention of Vazier Saheb Bhaudinbhai and Rai Bahadur Purshotamrai Zala, who by the orders of his Highness the Nawab Saheb are daily fed and clothed. Dharamsalas and other public abodes are crammed to excess, and many villagers, who have not been so fortunate as to secure a place for their abode, lie in the open fields or take shelter under the shade of trees in the day time. At all times of the day a long procession of carts can be seen moving slowly towards the gates of Junagadh with their human loads. The scene is altogether a picturesque and an animated one, baffling description. Every available carriage in Junagadh is taken up. Mr. Nuzerali Cumrudin, of Messrs. Nuzerali Cumrudin, the well-known merchants of Bombay, who are the business agents of several important Native States, had been entrusted with the work of supplying the provisions to the camps, and Mr. Nuzerali did the work in a most satisfactory manner. Mr. Nuzerali had also undertaken to give the provision and other supplies required for general use, and he made excellent arrangements. Every request of the guests is at once attended to by the Dewan, Naib Dewan, and Mr. Chhaganlal Pandye, manager of the Dewan's Office, whose invariable courtsey and genial manners have won the hearts of the visitors. Before chronicling the events in detail it will not be out of place to give hereas ketch of the present ruler,

HIS HIGHNESS RASULKHANJI, NAWAB SAHEB OF JUNAGADH.

His Highness Rassulkhanji Nawab Saheb of Junagadh, lord of the ancient and historical province of Saurashtra, is descended from a line of noble Afghan ancestors, whose gallant and devoted service to the Moghul Emperors of Delhi gained them the honourable name of Babi, which being interpreted means "trusted." Generation after generation they rendered their names illustrious by the heroic deeds they performed while fighting under the banner of their sovereigns in the long-contested conquests in the various provinces of the Empire. Their honourable and renowned career must be briefly traced. Their connection with the throne of Delhi began in the reign of Humayun, the second Emperor (A.D. 1530-1556). An ancestor of His Highness, named Bahadurkhan was a lord-in-waiting to the Emperor Shah Jehan, whose life he on one occasion saved at the risk of his own by a signal act of bravery. The greatest among his immediate descendants were Jaferkhan, Salabatkhan, and Sherkhan. The first of Junagadh was one of several which the Emperor conferred upon Salabatkhan, and it was in the time of this Chief that the levy of the Zortalaby tribute by the Junagadh Princes commenced. Salabatkhan died in A.D. 1731, leaving three sons, the eldest of these, Sherkhan, was one of the most valiant defenders of the tottering Empire. In recognition of the great service the Emperor invested him with the title of "Nawab." He was the first Babi who had won it. Sherkhan died in A.D. 1758, and was succeeded on the throne of Junagadh by his eldest son Mahabatkhanji. It was in the reign of this prince and successor that the military and diplomatic genius of the celebrated prime minister, Amarji, secured such large and valuable accessions of territory and wealth to the House of Junagadh. Nawab Mahabatkhanji died previously in A.D. 1765. He was succeeded by his son Hamadkhanji I., then only 13 years of age, Dewan Amarji for a time acting as his guardian. Hamadkhanji died in A.D. 1811, and was succeeded by his eldest son Bahadurkhanji II.

An agreement was concluded in May 1816 between the British Government and his Highness the Nawab Saheb, by the third article of which the collection of the Junagadh Zortalabi tribute (previously recovered by force of arms in an annual campaign) was entrusted to the British Government. His Highness further agreed by a subsequent engagement, dated 1st February 1821, to give the British Government one quarter of the sum realized "as charges on account of horsemen, footmen, etc.," employed in the work of collection. Bahadurkhanji II. died in 1840, leaving four sons, of whom the two eldest Hamidkhanji and Mahabatkhanji successively enjoyed the sovereignty after him. Hamidkhanji was cut off in his early manhood, in 1851, when he was only 23 years of age.

His brother Nawab Saheb Mahabatkhanji, K.C.S.I., then ascended the throne. On account of his tender age a Council was at first appointed to conduct the Government. Mahabatkhanji was throughout his life guided in the administration of the State by the wise and far-sighted policy of the Vazir Madar-ul-Maham SheikhMuhammad Bahauddinbhai and the late venerable Dewan Sujna Gokalji Jhala. His Highness married a sister of the Vazir Saheb, named Ladkibai, the issue of this marriage was the late Nawab Saheb Bahadurkhanji who ascended the throne on his father's death in 1882. He received his education at the Rajkumar College, Rajkot, and was made a Knight Grand Commander of the Indian Empire in 1890. He was succeeded by the present Nawab Saheb His Highness Rasulkhanji, son of His Highness Mahabatkhanji, by another lady. The Chief was born on the 30th of July 1858, and ascended the Gadi on the 23rd of January 1892. In the same year he made a tour through the principal provinces of India. Having been from his infancy deeply impressed with the truths of religion he has acquired a thorough knowledge of the sacred Koran, and is celebrated for his pious and charitable gifts. His anxiety to promote the welfare of his subjects is evinced by the many measures of public utility which he has adopted.

In Vazier Bhauddinbhai, the Nawab Saheb has a very able, sagacious administrator, who has introduced wise, humane and enlightened measures for the moral and material improvement of the State, and maintained cordial relations between the rulers and the ruled and the Paramount Power by a well-directed philanthropy in matters social and educational, and by a faithful and conscientious discharge of the highest functions of Government. His Highness has another able lieutenant in the person of Rai Bahadur Purshotamrai Zalla, a kineman of the late venerable Dewan, Zula Gokulji Sampattiram. During the regime of Mr. Purshotamrai, Junagadh has witnessed splendid changes in Government and become noted for its administrative reforms. The diversity of these may be seen in the numerous public buildings and institutions, on which an outlay of nearly three-fourths of a crore of rupees has been incurred during the last few years. In the capital itself may be seen palaces, markets, gardens, museums, colleges, schools, mosques, jails, courts of law, police and military barracks. Hospitals are built at a very heavy cost, and they are a boon to the people of Junagadh. The Nawab has an only son, Shahzada Sher Zaman Khan, heir-apparent to the throne of Junagadh.

SHAHZADA SHER ZAMAN KHAN.

The subject matter of this grand occasion, Prince Sher Zaman Khan, in the honour of whose marriage is held the brilliant "tamasha," which surpasses anything of the kind that has taken place previously in Junagadh, is only eighteen years of age. He finished his course of education in the Rajkumar College last year, and when he left it, he was very highly spoken of by no less an authority than Mr. Waddington, the popoular and able principal of the college. After he had finished the course of education at the college he was placed under Mr. Wood for special training to qualify him as a noble and enlightened Prince and to instil into his mind the duties of a ruler. With such excellent training, there is no doubt that the Shahzada will prove himself to be a man worthy to be a ruler of Junagadh. The Shahzada is very fond of manly sports. He is very intelligent, and is to be initiated into the administrative work, which he seems to be naturally capable of doing.

The bride is a daughter of the late Nawab of Radhanpur, and a sister of the present prince, who is a minor.

FESTIVITIES IN THE TOWN.

Festivities in the town commenced on the 4th inst., when grand and imposing Darbar was held in igunauation of the wedding of Shahzada Sher Jumakhanji, son and heir-apparent of his Highness Nawab Saheb Rasulkhanji, K. C. S. I., in the extensive and beautiful Mandap built for the purpose. Mrs. Sealy, Miss Breton, Mr. Kincaid, Judicial Assistant to the Political Agent, Mr Whitling, Lieutenant Wood, Vazier Saheb Bhaudinbhai, Sardar Rao Bahadur Behechardass Veharidass, Mr. Purshotamrai Sunderji Zalla, Mr. Mansukram Surajram Tripathi, Rao Bahadur Chunilal Sarabhai, Rao Saheb Gulabdass Laldass Hazur Adalat Councillor, together with Sardars, Amirs and other officers, State guests and principal residents of the city, attended the mandap, which occupits the open front, 150 feet by 60 feet, on a raised platform. It is most tastefully decorated, in a very artistic fashion, with chandaliers, buntings, flags and banners, festoons of flowers and ever-greens. The ceiling is composed of looking glasses, the reflection of which adds to the brilliancy. The ceremony of planting Manekthumb (column of Victory set with diamonds) and of sounding the Nobat (drum) were duly performed and Poshaks were given by his Highness the Nawab to Brahmins, bards, the engineer, and the staff who carried out the construction of the mandwa, and suffron water was sprinkled. The dancing girls, who have been specially called from Tanjore, then delighted the guests with their performances, and music. Attar was distributed, and the Darbar was dissolved at ten o'clock amidst loud and deafening cheers for the Nawab Saheb and the bride and the bridegroom. The success of the Durbar was due to the untiring exertions of Mr Purshotamrai Zalla, the Naib Dewan, who from early morning to midnight was engaged in looking after the arrangements in connection with the festivities and the guest camps

Though the festivities commenced from the 4th instant there was nothing of special interest to chronicle until the 7th inst., when his Highness the Nawab of Radhanpore arrived with the bridal party.

The special train, consisting of the Radhanpore bridal party, was timed to arrive at 10-39 p.m., but was belated, and arrived here at about midnight. H. H. Nawab Saheb Rasulkhanji, Vazir Saheb Bahauddinbhai, C. I. E., Sirdar Rao Behechardas Vibaridas, the Diwan Saheb; Rao Bahadur Chunilal Sarabhai; Mr. Purushotamrai Sundarji Zala, the Naib Diwan Saheb; Mr. Munasukharam Surajrama, the State Counseller; Rao Bahadur Gulabdas Laldas, member of the Huzur Court; Mr. Chhaganlal Harilal Pandye, Ameers, and other officials of the State duly received the party at the station. Afterwards his Highness the Minor Nawab Saheb of Radhanpore and his brother were led into the waiting-room, and the usual courtesies exchanged, and after distribution of pan, attar, and flowers, a procession was formed, led by his Highness in a State carriage and four from the station to the Uttaras. Deputations, consisting of Bhayats, principal officers, and a large number of followers have already arrived from H. H the Rao Saheb of Cutch. H. H. the Divan Saheb of Palanpore, H. H. the Nawab Saheb of Cambay, H. H. the Maharajah Saheb of Idar, H. H. the Thakore Saheb of Morbi, H H. the Thakore Saheb of Dhrol, H.H. the Raj Saheb of Vankaner, and the Chiefs of Vala, Lathi, Chuda, and several others, Sheth Virchand Dipchand, C.I.E., Sheth Dharamsi Morarji Goculdas, Mr. Mahomedbhai and Mr. Currimbhai Adamji Pirbhai, Mr. Kabirudin, barrister-at-law, and many others have also arrived to take part in the festivities. The Manja ceremonies from the Junagadh side took place with all *eclat* on the night of April 10. An imposing procession with adorned elephants and other Risala started at about 9 p.m. from the mandwa in front of the Durbar palace for the Radhanpore Uttara. All the native guests who had arrived up to the evening, and the Vazir Saheb, Diwan Saheb, the Naib Diwan Saheb, and the Ameers and principal officers took part in the procession. The elephants, the sowars, the police, and the Native Infantry marched in the front. The Ameers and officials "marched" in well-arranged groups in order, preceded by nautch girls. The whole town was out to enjoy the sight. On arrival at the mandwa of the Radhanpore party in the compound of the building of the late Diwan, Sale Hindi, the party was received by the officer in charge of the Radhanpore bridal party, and led into the presence of H. H. the minor Nawab Sahib of Radhanpore. After obeisance by the principal members of the Junagadh party, sherbat was served, and the Durbar dissolved after sprinkling of saffron water and distribution of pan, attar, and flowers.

A similar ceremony was performed in the Junagadh mandwa, when H. H the Nawab of Saheb Radhanpore, his brother, and the other members of their party came in procession, and were received by his Highness the Nawab Saheb of Junagadh.

ARRIVAL OF H. H. THE THAKORE OF GONDAL.

On Wednesday, the 12th instant the Thakore Saheb of Gondal, Rani Saheb, and the Kuvarishri, with Mrs. Moore, Mr. Dave, Mr. Kawasji and other State Officials arrived by the mail train. The Thakore Saheb was received at the station by H. H. Nawab Rasulkhanji, Vazier Bhauddinbhai, the Dewan, the Naib Dewan and other State officials. The Thakore and Rani Sahib were conducted to the waiting-room, where they were garlanded by the Nawab Saheb before they left for their temporary lodgings in Junagadh. A salute of seventeen guns was fired to announce the arrival. The train which brought his Highness the Thakore Saheb of Gondal was packed to extreme, thirty to forty passengers being huddled together in a carriage.

On Friday morning the booming of the guns announced the arrival of Colonel Hunter, the popular and able Political Agent in Kattyawar. He was received by the Nawab Saheb and the State officials with due honour and was driven to the guest camp which looked very pretty and gay and presented a most charming and animated appearance. The final marriage ceremony was to take place on Friday, but it was postponed till Saturday.

At last the long-wished-for Saturday arrived. The sun shone brightly, and there was life and joyousness all round in Junagadh. The streets were teeming with the populace, on whose faces sweet smiles played at the bright prospect of the blissful union of the Shahzada. From early morning people flocked to the Palace to do homage to the Nawab. The subjects of his Highness the Nawab Saheb vied with each other in paying homage to their gracious and generous ruler, under whose benign rule they enjoy so much peace and prosperity. It is estimated that on the wedding day at least forty to fifty thousand villagers paid a visit to Junagadh to take part in the general rejoicings that prevailed here. They freely participated in the "tamasha." Every day the bride's brother fed and clothed fifteen thousand poor people. On the wedding day the Nawab Saheb of Junagadh untied his purse strings and gave away thousands of rupees in charity. Beggars were not only fed for days, but clothed and provided with money and lodging in addition. It is estimated that for nearly eight days, at least thirty thousand persons daily took advantage of his Highness' charity, which is as large as it is discriminating. In honour of the auspicious occasion Vazier Bhaudinbhai, C. I. E., gave away thousands of rupees in charity from his own private purse. The Vazier Saheb enjoys the rare distinction of serving three masters in succession with uniform devotion, and has earned the love and regard of not only his Highness the Nawab Saheb, but of the British Government and the subjects of his Highness—Hindus, Mussalmans and others—during his exceptionally long and successful career. The success of the festivities was in a great measure due to him, assisted as he was by the Dewan and Mr. Purshotamrai, the Naib Dewan, to whose untiring zeal and energy Junagadh is indebted for most of the recent administrative reforms, and he has rightly earned the love of the people by his exceptionally high character and administrative ability of a very high order.

DURBAR AT THE MANDWA.

At a ground Durbar held on Thursday evening and Friday morning, marriage presents in the shape of ornaments and dress of honour, horses and cash were given by the representatives of States and other gentlemen. The spectacle at the Durbar was most brilliant and imposing one. The ceremony of making the presents commenced on Thursday evening, but it having become very late and an interruption having been caused owing to the arrival of the procession of Mendi from the Radhanpur bridal party, the same had to be postponed to Friday morning, when at the Durbar were present, among others, Colonel J. M. Hunter, the Political Agent, their Highnesses the Thakore Saheb Bhagwatsingji, G. C. I. E., and Rani Saheb Nandkooverba, C. I., their daughter Kooverbasahib, Colonel and Mrs. Sealy, Major and Mrs. Hyde Cates, Political Agent, Kutch, Captain and Mrs Wodehouse, Mr. and Mrs. Whittle, Miss Breton, Lieut. Wood, Messrs. J. J. Gajdur, Bhaishanker Nanabhai, Fardunji M. Kanga Solicitor, Dharamshi Morarji Goculdas, Khan Bahadur Ardesir Jamshedji, Messrs. Shavji Nathoo, Nazarali Cumruddin, Mahomad Alli Adamji Pirbhai, Karirbhai Adamji Peerbhai, Kazi Kabirudin, barrister-at-law, Sherfali Mamooji, Khan Bahadur Hakim Dayam and Virchand Dipchund.

List of the Native States and gentlemen from whom presents were received with poshaks and valuable articles of jewellery:—H. H. the Gaekwad of Baroda, poshak and ornaments; H.H. the Maha Rao Saheb of Cutch, Rs. 2,000 in cash; H. H. the Maharaja Saheb of Idar, poshak and ornaments; H. H. the Nawab Saheb of Cambay, poshak; H. H. the Diwan Saheb of Palanpur, cash Rs. 500; H. H. the Maharaja Saheb of Bhavnagar, poshak and ornaments, H. H. the Thakore Saheb of Morvi, poshak; H. H. the Thakore Saheb of Gondal, poshak and ornaments; H. H. the Raj Saheb of Wankaner poshak; H. H. the Thakore Saheb of Dhrol, poshak and a horse; H. H. the Thakore Saheb of Limbdi cash Rs. 1000; H. H. the Thakore Saheb of Wadhwan, poshak ornaments and two horses; the State of Vala, poshak; the State of Jasdan, poshak and two horses; the State of Thana Devli poshak ornaments, a horse and a mare; the State of Sayla, poshak and a horse; the State of Manawadar, poshak and ornaments; the State of Lathi Vadia, poshak; the State of Bilkha Allawalla, cash Rs. 300; the State of Bagasra, cash Rs. 100; the State of Hadala cash Rs. 300; Sheth Morarji Goculdas, Rs. 1,500; Bai Shri Janbai of Jamnagar, Rs. 1,000 in cash and poshak; Sheth Virchand Dipchand, Rs. 750. Dewan Bahadur Manibhai Jasbhai Rs. 700; Sheth Adamji Pirbhai Rs. 501; Desai Mangaldas Vitharidas Rs. 501; Rao Bahadur Chunilal Sarabhai Rs. 500; Khanshri Latifkhanji of Dholka Rs. 500; Hakimji Chota Saheb of Baroda Rs. 500; Messrs. Bhalshanker and Kanga Rs. 300; Sheth Ibrahimbhai Currimbhai Rs. 351; Sheth Premchand Raichand Rs. 201; Desai Visnuprasad Kalliarai Rs. 201; Mandavadwala Valabarsur Rs. 200; Sheth Nazarali Cumruddin Rs. 151; Idar Bhayat Shevsenghji of Mundetti Rs. 151; Sheth Shavji Nathu Rs. 150; Valdya Prabhuram Jewanram Rs. 150; Sheth Daramshi Meghji Rs. 150; Khan Bahadur Ardesir Jamshedji Rs. 101; Sheth Laxmidas Khimji Rs. 101; Mr. J. J. Gazdar barris-at-law Rs. 101; Mr. Amretlal Ranchhodji Rs. 100; Sheth Osman Jamal Rs. 100; Mr. Karsondas Chhabildas Rs. 100; and numerous others under Rs. 100.

THE MARRIAGE PROCESSION.

As the marriage ceremony, in accordance with the custom and usages was, to be performed at the place of the bride-elect, a grand procession was formed to take the illustrious bridegroom to the place of the bride, the Princess Bima Sahib of Radhanpore, on the 15th instant. All the roads and streets through which the procession was to take its course were beautifully illuminated with ordinary glass lamps and decorated with festoons and buntings. Prince Sherjumakhan amid the firing of twenty-one guns put on his wedding-dress, and then, accompanied by his illustrious father, Nawab Rasulkhanji, entered the spacious *shamiana*, where he was received with lusty cheers by crowds of people. The procession began to make a move at ten o'clock at night headed by the State banner which was followed by elephants and native tom-toms. The Imperial Lancers following an elepant with a gold *howdah* on its back looked very smart and made the scene an exceptionally brilliant one. The shamiana was illuminated with electric light, which added lustre to the dazzling gems and jewels worn by the native princes assembled there to escort Prince Sherzumakhan to his bride's place. The procession of elephants and horses was followed by the deputations from the Dowager Princess Janbai of Jamnugger, from the Chiefs of Bilkha, Jasdun, Wala and Sayla, from Thakores of Wadhwan, Rajkote, Limbdi, Dhrole, Palitana, Wankner, Gondal, Morbi, Palanpore, Bhownugger, Cambay, Idar, and Cutch and from his Highness the Maharaja Gaekwar of Baroda. The guests from Bombay who accompanied the procession followed the deputation from Bhownugger. Vazir Saheb Bahuddinbhai, with the Dewan, Mr. Behecherdas Viharidas, and Naib-Dewan, R. B. Purshotamrai Sunderji Zala, followed by the Thakore Saheb of Gondal, with a party of body guards, proceeded in front of a giant elephant on which were seated the bride-groom with Nawab Rasulkhanji. Trays containing sweetmeats borne by stalwart Arabs formed the rear of the procession. Starting from the Palace it passed through Jagmal chowke and then proceeded to Shroff Bazaar via Market and Mandvie and then wended its way towards the mandap from which it proceeded towards Nazarwada, and then proceeding by the Veramal Gate reached the place known as Manshi Kairatali's house, where the bridal party awaited the arrival of the Prince at 3 a.m. Immense crowds of people were to be seen lining the roads, and they cheered the Prince as he passed by them, and flowers were showered upon him from terraces and windows of the house. For two miles the throngs of people stopped up the way, and in the streets through which the procession passed there was one mass of living units. The new palatial mansion of Rao Saheb Purshotamrai Sunderji, the popular and indefatigable Naib-Dewan, where Colonel Hunter, the Political Agent of Kathiawar and other European guests were accommodated, was beautifully illuminated, and the fire-works that were let off here were particularly admired. The arrangements made by the police throughout the route were all that could be wished for and everything passed off withoutja hitch.

On Sunday night a similar procession was formed when the bridegroom returned to his father's palace with the bride. The scene was a most dazzling one and will long be remembered in Junagadh.

EUROPEAN GUEST CAMP, JUNAGUDH, APR. 13.

The fine camp prepared by H. H. the Nawab Saheb for his European guests received its first consignment of visitors yesterday at midday. Among the arrivals were Major and Misses Hyde

MILITARY AND NAVAL NOTES.

Mr. Stead's "War against War" has closed without a decisive engagement, and his journal has, after a twelve weeks' comet-like career, evanished without setting the world on fire and also without putting out the fires of future wars. It leaves all sensible men desirous of peace, if practicable, with honour: but then it found them so.

NEW GUNS.

(To the tune of "Screw Guns.")

(The Russian Government has practically resolved to supply the whole of the Artillery with a new quick-firing gun.—"Daily Paper.")

Speaking of Peace to the nations, shoutin' hisself stone deaf,
He talks of his 'appy Empire along o' Muravieff;
With Muscovite gunners to think of, an' many a weapon to pick,
He's choosin' 'em cannons to play with that "murders" infernally quick—Tss! Tss!
An' they'll all have the new guns—the new guns for me and you!
So when he declares as it's good to disarm we know what to do—hoo! hoo!
Just whisper ole Stead for to dry up—it's best for his Peace if he runs:
He may say what he like, bloomin' attitudes strike—but he can't get away from the guns!

Lieutenant Hopkinson defends the camel from its vilifiers in the April number of the "Cornhill." In an interesting account of the Sirdar's Camel Corps, he says that in nearly four years' experience he has never heard of a camel making its rider "seasick," never known a really vicious camel, except at that period in the animal's life which corresponds to "rutting" in stags, and as to the supposed several stomachs, he believes that the camel is exactly like all other ruminants in this respect, and that there is no special formation which enables him to do without water. It is a fallacy, says Mr. Hopkinson, to think that the camel is better without water.

At present, as the Admiralty has announced, nothing is to be done to remove the grievances, real or fancied, of the naval engineer officer. Since the publication of the statement of grievances, which was dealt with in "The Broad Arrow" at the time, individual members of this branch of the Navy have been very busily penning letters to the press. For the most part, these fulminations exhibit a very regrettable hostility to the executive branch. The agitators seem convinced that the combatant officers of the Navy bar the way to the reforms or changes which the engineers wish to effect, and the naval Lords are taxed with the exhibition of a professional bigotry which prevents them from considering the true interests of the Navy at large. "The Morning Post," we notice, opened its columns to the agitators and has printed several letters, the intemperate vulgarity of which can only serve to bring the engineers' claims into contempt. Conspicuous among these writers is "Reform," who once held the high rank of assistant engineer and has since quitted the Navy. This young gentleman has a ready pen of the "dreadful" class, and seems to be imbued with much bitterness against the executive officers. He retails imaginary conversations between himself and narrow-minded lieutenants who dropped their h's, and admits, by the way, that he is the engineer who addressed Mr. Jane as "Ullo Joine." "Reform" has not hesitated to broach the social question, and his example has been followed by other engineers. The fact is, that at bottom, this agitation is a social one. The engineer officers are more concerned about their social status than about the discipline of the engine-room department, and hope to better themselves by obtaining combatant titles and little gold rings upon their coat-sleeves. This social ambition peeps out unmistakably in many of the indiscreet letters that have recently been printed. Hence it is clear that these irresponsible writers are injuring the cause which they are trying to aid. The responsible statement of grievances originally issued by the engineer officers was entirely free from objectionable attacks upon the executive. Some of the statements were exaggerated, but the reform demands were not, on the whole, unreasonable. Nor was there any demand for executive rank in the sense that this demand has since been made by individual writers. There can be no amalgamation of the engineering and executive branches of the Royal Navy, as the admiralty are quite unlikely to be influenced by the experiment which is being made in the United States Navy. The great majority of our naval engineers are sensible enough to recognise that no officer can become an efficient combination of engineer and deck officer. If they can be content with slightly higher pay and limited executive powers over their own department they will be far more likely to receive a hearing than if they aim at the impossible.

Under the terms of the Declaration of Paris, by which England and France are mutually bound, privateering is illegal, and privateers liable to be treated as pirates. In view of this fact it is somewhat strange that M. Lockroy, a responsible Minister of the French Government, should openly assert that privateers will be employed by France to prey upon British commerce. The signing of the Declaration of Paris is almost universally regarded now-a-days as one of the greatest blunders ever committed by a British Ambassador, and the only prominent stateman who really approved of it was Mr. Gladstone. The principle of the flag covering the cargo, says Admiral Close in a recent letter, was actually quoted by Mr. Gladstone as a reason for not increasing the number of naval cruisers; but what would Mr. Gladstone have thought had he lived to read the recent speeches of M. Lokroy? The letter of Admiral Close contains another item of interest. He points out that in 1858 the French successfully evaded the Treaty for the abolition of the slave trade by putting a single naval officer on board the merchant vessels engaged in the traffic and calling them emigrant ships. In the same way, he suggests, the French will probably evade the privateering clauses of the Treaty of Paris. A merchant steamer which was nominally sold to the French Government and which carried a naval commander, might possibly evade the Treaty. One cannot fail to note that Ministers of the British Government studiously avoid all reference to the Treaty. That public opinion in civilised countries is opposed to privateering was shown in the Spanish American War. Neither of the belligerents were bound by the Treaty, and yet no privateers were furnished with letters of marque. Yet few naval officers question that France, in the event of war with this country, would declare food contraband of war, and this point is just as vital to England as the privateering question.

A commission in the Welsh Regiment has been given to Sergeant Rupert Ellis Chawner, from the Durham Light Infantry. Second Lieutenant Chawner is a son of a gallant Crimean officer in Captain Edward Henry Chawner, of Newton Valence, near Alton, who was with the 77th at Alma, Inkerman, and Sebastopol, and gained the Legion of Honour in addition to the war decorations. His eldest son is Captain William H. Chawner, of the Essex Regiment. Commissions to second lieutenancies are of rare occurrence in the Durham Light Infantry, only four having been gazetted in the past twenty-five years, viz., 1877, Sergeant-Major Moore Murphy; 1891, Sergeant H. S. Codrington, to the Dorsetshire Regimant; 1894, Sergeant Hugh S. Stuart to the Northamptonshire Regiment, and 1899, Sergeant Chawner, to the Welsh Regiment.

A series of contests, arranged by the Royal Engineers Boxing and Athletic Club, took place at Aldershot on Monday in the presence of 11100 spectators. Amongst those present were the Crown Prince of Siam, Lieut.-Col. Rochfort-Boyd, commanding the troops and companies, Major Hamilton, and a large number of the officers of the Carabiniers, 12th Lancers, 13th Hussars, Cameronians, East Surrey Regiment, Royal Sussex Regiment, Somersetshire Light Infantry, and nearly all those of the Royal Engineers not on duty. For the six-round contests the referees were Major Hamilton, Carabiniers, and Capt. Rolt, York and Lancaster Regiment, Assistant Inspector of Gymnasia, with Lieut. Miers, Somersetshire Light Infantry, and Lieut. MacEwan, Middlesex Regiment, as judges, and Capt. Smith, A.V.D., as time keeper, whilst for the competitions open to the District, Serg.-Maj. Palmer, Gymnastic Staff, was referee, and Qmr.-Serg. Burns and Staff-Serg. Paterson, also of the Gymnastic Staff, were the judges. The final results were as follows: Light Weights (open to the District)—Pte. Fisher, 2nd Bn. Scottish Rifles, beat Sapper Doloy, R.E. Middle Weights—Corp. Fox, 2nd Bn. Scottish Rifles, beat Corp. Watts, R.M.L.I. Six-Round Contests—Sapper Morgan, R.E., beat Dean, of Hammersmith; Corp. Jobson, East Surrey Regiment, beat Driver Savage R.E; Driver Gough R.E. beat Driver Roche A.S.C. At the conclusion the prizes were presented by Col. Rochfort-Boyd. The greatest credit is due to Lieut. Skipwith Farrier. Qmr.-Serg. Bullen and the R.E. Boxing Club Committee, for the great success of the meeting.

INDIAN RAILWAYS.

UNIFORM NARROW GAUGE.

In his speech at the Budget Debate at Calcutta, H. E. the Viceroy announced, in speaking of the railways, that he had lately sanctioned, several hundred miles of new light railway lines. These lines are tramways of 2 feet 6 inch gauge, and are in districts both north and south of the North-West Provinces. One line is to connect Saharanpore with Shadera near Delhi, following the Eastern Jumna Canal, with branches to Meerut and Muzafarnagar, making a system of about 144 miles.

The other group is in the country north of Allahabad, between the Ganges and Gogra rivers. The lines here are from a point opposite Allahabad, either Phaphamow or Jhoosi, radiating to Fyzabad about eighty miles; to Rae Bareilly, sixty-four miles; to Jansapur, sixty-four miles; and a link line connecting Rae Bareilly to Fyzabad, another sixty-four miles, making a total of over four hundred miles. Sanction for those lines which are being constructed under the Indian Tramways Act is given by the Supreme Government, who are responsible for deciding the main points at issue, viz., gauge, district, and route; but the choice of particular agents to carry out the work and the grant of the final concession, belongs to the local Government—in this case the Government of the North-Western Provinces to whom the case of the proposed group of lies has in consequence been referred. Their action is now awaited.

In connection with the railway policy of his Excellency the Viceroy, it may be noted that the decision recently arrived at by the Government and referred Home for the sanction of the Secretary of State, viz, to accept 2 feet 6 inches as the gauge for future light frontier railways—of which it is hoped that Nowshera-Dargai line will be the first to be constructed—is likely to have a far-reaching effect in, bearing upon the future construction of narrow gauge commercial lines and feeders, and of railways in hill districts, as well as on the desirability of maintaining a reserve of rolling stock for 2 feet 6 inches gauge lines. It will render it likely that more and more lines of this gague, in preference to two-feet gauge, will be authorized in the future, and the decision thus arrived at in respect to military lines to start with, may accordingly be expected to communicate a greatly desired impetus to the construction of light railways of other descriptions in various parts of India.

THE WEATHER.

OBSERVATIONS TAKEN AT 8 A.M., ON TUESDAY, THE 18TH OF APRIL, 1899.

SUMMARY.

There has been a brisk rise of pressure in Lower Sind, a brisk fall at Allahabad, Sirsa, Ajmere, Saugor, Jubbulpore, Hoshangabad, Khandwa, Raipur, Nagpur, Amraoti and Ahmednagar, and a slight rise or fall elsewhere. The distribution is very irregular, and the baric gradients are moderate to slight.

Winds in the Bombay and Madras Presidencies, Mysore, Ceylon, and on the Malabar Coast are irregularly cyclonic, while, they are south-westerly to north-westerly at most of the other reporting stations. The force has been fresh to light. This morning the wind velocity was 24 miles an hour at Bhuj, 18 at Karachi, 16 at Nagpur, 14 at Malegaon and Rajkot, and 12 at Khandwa, Amraoti and Colombo.

The maximum temperature is from 8° to 9° in excess at Bhuj, Rajkot, and 3° to 4° at Bombay and Ratnagiri, and from 5° to 15° in defect at Lahore, Sirsa, Raipur, Nagpur, Akola, Poona, Sholapur, Belgaum, Bangalore, Secunderabad, Masulipatam, Bellary, Cuddapah, Madras, Coimbatore, Trichinopoly and Negapatam. The minimum temperature is from 4° to 11° in excess in many places to the north of Latitude 20°. The highest temperature in the shade was 110° at Ahmedabad, and the lowest 67° at Lahore and Belgaum.

Humidity has increased at most stations in the Bombay Presidency, and the skies are cloudy to overcast in Ceylon, the Bombay and Madras Presidencies, the Punjab and on the Malabar Coast. Heavy rain has fallen at Goa (2·47"), over an inch at Belgaum (1·40"), light to moderate showers at Ahmednagar, Karwar, Mangalore, Bangalore, Bellary, Madras, Negapatam and Colombo, and a few drops at Sholapur, Ratnagiri and Cochin.

The wind at Colombo has shifted to west-south-west, and appears to be increasing moderately in force. The winds in Ceylon and over nearly the whole country lying to the south of Latitude 20° indicate a tendency to cyclonic circulation. There has also been rain in several places in the Bombay and Madras Presidencies and on the Malabar Coast, and it appears very probable that the weather off the Malabar Coast out at sea will become equally rainy and somewhat unsettled. The pressure is very high in Sind, and fresh to strong northerly winds are likely to blow on and off the West Coast between Karachi and Karwar. The rainfall area seems to be diminishing, and the amounts registed yesterday were in most cases small. Conditions are, however, still favourable for rain in local showers in Ceylon, the Bombay and Madras Presidencies, and on the Malabar Coast.

G. L. TOWERS,
Meteorological Reporter for Western India.

(BY TELEGRAPH).

SIMLA, APRIL 18.

TUESDAY:—The barometer has risen in Sind and South Peninsula, and fallen elsewhere, the fall being brisk at the greater part of Northern and Central India. The pressure is now low over the Punjab and the Gangetic Plain, and high over the Peninsula. Light easterly winds are still reported along the foot of the Himalayas, and south-easterly winds over the Peninsula, but elsewhere normal south-westerly to north-westerly winds are reported which are inclined to become strong in places. The weather remains cloudy over a considerable part of the country. Rain has ceased in Burma, but still falls in the east of Bengal, Assam, North-Bengal, Behar and many hill and sub-montane stations in North-West India and over the Peninsula. Mormugao reports two and a half inches of rain and Chikaldroog Goa Belgaun Silchar and Sibsagar over one inch. The mean temperature is excessive over Bombay Central parts of India the North-West Provinces and Burma but elsewhere the weather is cooler than usual. The deficiency averages as much as eight degrees in the Madras and Deccan. The highest maximum is 110 degrees at Ahmedabad.

THE CONGO FREE STATE.

The latest news received from Manyema at the Congo Office in Brussels is dated Jan. 21. On that day Baron Dhanis was still at Kabambare, which he was strongly fortifying. The engagement between a part of the Congo troops and the Batetela and Bakussu mutineers on Dec. 31, the day after the reoccupation of Kabambare, was more important than was at first stated. Not only the column under Lieutenant Sund, but also that under Dr. Meyers, with Lieutenant Delhaize as second in command, was engaged. Although the State troops were inferior in number—500 against at least 800—they gained the day and recovered a certain number of rifles. The natives of the district, whose fidelity to the State, despite contrary assertions, never wavered, also captured a quantity of weapons thrown away by the fugitives in the undergrowth. Since this affair traces of the mutineers have not been discovered, but Baron Dhanis is not disposed to divide his force into small bodies and thus incur the risk of some fresh reverse. He hopes to find an occasion for bringing the mutineers to a great and decisive battle.

With the history of successful men, should be written: "Inspired, aided, and strengthened by a thoughtful, high minded wife."—MUNYON.

But not by a sick wife! Not once in a thousand times does ill-health in a wife inspire a man to greater victories. He is hampered by the burden of care and watching—he is dragged down by expenses and care.

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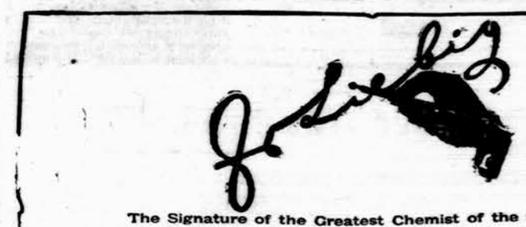

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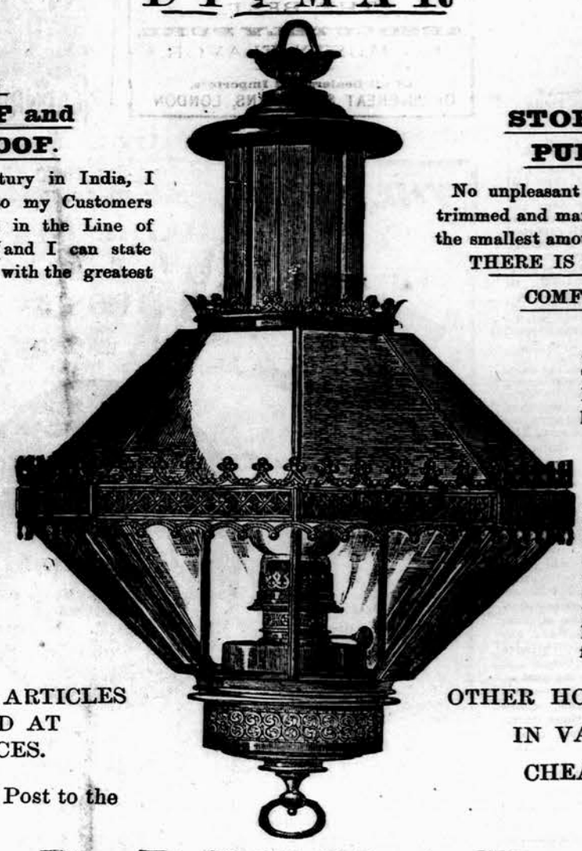

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